Aircrew Training

KC-135 Pilot Transition Course 2 (BLOCK 40)

December 2010

Air Education and Training Command

DEPARTMENT OF THE AIR FORCE
Headquarters Air Education and Training Command
Randolph AFB TX 78150-4325

AETC Syllabus KC-135PTX2 (Block 40)

December 2010

This syllabus outlines the training required to achieve the proficiency in the course training standards. It prescribes the course content, instructions to conduct the training, and the approximate time required to successfully complete all requirements. Any training not specifically authorized in this syllabus or other appropriate directives is prohibited without prior approval of this headquarters. If a conflict exists between this syllabus and a supporting ATS contract, the original syllabus in place at that time will continue to be executed until the conflict is resolved by AETC, AMC, and AFMC. Forward suggestions for course improvement to: HQ AETC/A3ZM, 1 F STREET, SUITE 2, RANDOLPH AFB TX 78150-4325. **Next planned revision is December 2012.**

OFFICIAL

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Summary of Changes

- Added multiple events to the OFT MIF tables per Quality Assurance Change Proposal (QACP) Q103449
- Removed MLS approach from the OFT MIF tables per QACP Q093363
- Removed "ROBE TIG Malfunctions" from Chapter 3, Section B – Cockpit Familiarization Training (CFT) Maneuver Item File
- Added "Note 2" to the Have Quick, Secure Voice, Authentication, and VFR Arrival items in Chapter 4, Section D – Airplane Maneuver Item File.
- Added LAHSA, LAHSD, and Go-Around/Missed Approach to Airplane MIF Table.
- Lesson KPSY.WB combined into KPAD per Q103477.
- Removed G100 (LOAC) CBT event per Q103496.
- Course duration increased from 67 training days to 70 training days.
    - VTRAT training added per Q103500
    - Flightline OFT mission added
- Lesson KYAR1 redesignated as KAAR per Q103503.
- Lesson KYPM redesignated as KAPM per Q103505.
- RPLs changed for several formation and tactics related MIF items.
- This update incorporates AETCs syllabus standard template.
- Updated guidance regarding conflicts between syllabus and contract in opening paragraph
- Changed Chapter 2 and the Progress Review Process Chart to conform to AETCI 36-2205v7.
- CTS numbers and events updated to align with AFI 11-2KC-135v2, 26 May 2010.
- Updated Bibliography.
- On OFT MIF table, Low Altitude Procedures PL changed from 3B to 3C per QACP Q103540.
- On Airplane Maneuver Item File (MIF) table, (OFT only) added to LAHSA and LAHSD for clarification per Q103540

Chapter 1
Course Description

1. Course Title — KC-135 Pilot Transition Course 2

2. Course Number — KC135PTX2/KC135PTX2A (Academics Only)

3. Course Objective — Re-qualify former KC-135 Aircraft Commanders and Instructor Aircraft Commanders in the KC-135R IAW AFI 11-2KC-135 Vol 1, KC-135 Aircrew Training, or to qualify current C-5/KC-10/C-17 aircraft commanders as KC-135 aircraft commanders. Includes academic, simulator, and flying training.

4. Location — Altus AFB, Oklahoma.

5. Course Duration — 70 training days. For exact training duration, see Quota Management Worksheets at https://wwwd.my.af.mil/afknprod/ASPs/docman/DOCMain.asp?Tab=0&FolderID=OO-OP-AE-57&Filter=OO-OP-AE-57.

6. Course Entry Prerequisites

a. Individual must be former KC-135 aircraft commander or current C-5/KC-10/C-17 aircraft commander.
b. Individual must meet the requirements and qualifications IAW AFI 11-2KC-135, Vol. 1, *C/KC-135 Aircrew Training* and AFI 11-202, Vol. 1, *Aircrew Training.*
c. Individual must be qualified for flying duty.
d. Flight physical must be current for at least 30 days after course completion.
e. Physiological training must be current for at least 30 days after course completion.
f. Individual must possess a Secret clearance, granted US Access in JPAS. Security clearance will be validated upon in-processing.

g. Information Assurance (IA): Certificate of Training for IAAP IAW AFI 22-204, *Information Assurance (IA) Awareness Program.* Copy of student's DD Form 2875, *System Authorization Access Request (SAAR).* IAAP training must be current.
h. Refer to the Education and Training Course Announcements (ETCA) (https://etca.randolph.af.mil) for additional administrative information and reporting instructions.

7. Status Upon Graduation

Graduates of this course are awarded an AF Form 1256, Certificate of Training and an AF Form 8, Certificate of Aircrew Qualification, according to AFI 11-202, Vol. 2, *Aircrew Standardization/Evaluation Program*, and AFI 11-2KC-135, Vol. 2, *C/KC-135 Aircrew Evaluation Criteria*. In addition, graduates will also be awarded a recommendation for Tactics Certification in accordance with AFI 11-2KC-135, Vol 1 if not previously tactics certified. Students should be prepared to provide documentation (copy of AF 1381, Letter of X's or 4025) to show previous certification.

8. Equipment Required — See ETCA (https://etca.randolph.af.mil).

9. Training Methodology

PTX2 training for the KC-135 places heavy emphasis on a combination of computer based/instructor based training (C/IBT) and Operational Flight Trainer sessions as the primary academic medium. **NOTE:** Crew Resource Management (CRM)/Threat and Error Management (TEM) principles are emphasized throughout the course. In addition Instructor Aircraft Commander requals will be expected to demonstrate the ability to instruct IAW AFI 11-2KC-135, Vol 2.

10. Ground Training:

a. Academic Training

Academic Training	*Hours*
Preparatory Training	28.0
CNS/ATM	15.0
Flight Management Systems	22.5
Aircraft Systems	26.0
Mission Planning	27.0
Air Refueling	7.0
Operations	17.0
CFT/ATD/OFT Guided Discussions	49.5
Emergency Procedures	7.0
Examinations	9.5
Aircrew Flight Equipment/Egress Training	16.0
Mission Qualification Ground Training	17.0
Total	**241.5**

Note: Academic training hours include CFT hours.

11. Device /Flying Training

a. *Aircrew Training Device (ATD in OFT)*	*Unit*	*Events/Hr*
	KPNM5	1/3.0
	KPNM6	1/3.0
	KPAD07	1/2.0
	KPAD08	1/2.0
	KPAD09	1/2.0
	KPAD10	1/2.0
	KPAD11	1/2.0
Total		**7/16.0**

b. *Operational Flight Trainer (OFT)*	*Unit*	*Events/Hr*
	KPTD01	1/4.0
	KPTD02	1/4.0
	KPTD03	1/4.0
	KPTD04	1/4.0
	KPTD05	1/4.0
	KPTD06	1/4.0
	KPTD07	1/4.0
	KPTD08	1/4.0
	KPTD09	1/4.0
	KPTD10	1/4.0
	KPTD11	1/4.0
	KPTD12	1/4.0
	KPTD13	1/4.0
Total		**13/52.0**

c. *KC-135 Aircraft*	*Unit*	*Events/Hr*
	KPIB1	1/5.0
	KPIB2	1/5.0
	KPIB3	1/6.0
Check Ride Evaluation	KPIB4	1/5.0
Total		**4/21.0**

d. *KC-135 Flightline OFT*

Unit	*Events/Hr*
Flightline OFT	1/3.0

Notes:

(1) KPNM5 and KPNM6 include .5 hour prebrief and .5 hour debrief.

(2) KPAD07-11 includes a 2.0 hour guided discussion, and a .3 hour prebrief and a .5 hour debrief.

(3) KPTD08 includes a 1.0 hour prebrief. All others include a .5 hour prebrief and a 1.0 hour debrief.

(4) KPTD13 is the KC-135 Qualification and Instrument Evaluation administered by a 97 AMW evaluator. In addition to the 4 hour OFT mission, it includes 4 hours of mission preparation, a 2 hour prebrief, and a 2 hour crew debrief.

(5) Each flight-training period includes a 1 hour prebrief, 4 hour mission planning, 3 hour preflight, varying sortie length, 1 hour crew debrief and 2 hours for flight debrief (all of which should be completed on a different day than the flight). All debriefs will be complete prior to the next sortie.

(6) Flightline OFT will only be accomplished if student was not previously tactics certified.

Chapter 2
Course Administration

Section A — Syllabus Management

1. Syllabus Interpretation

This syllabus is directive and will be followed as written. If no clear syllabus guidance exists, resolve the situation using the appropriate wing chain of command. If the logical course of action conflicts with other directives, OG Stan/Eval will contact 19 AF/DOH who will coordinate with HQ AETC/A3ZM.

2. Syllabus Waivers

An approved syllabus waiver is required for any *planned* exception to the syllabus caused by special or unusual circumstances. Permanent or blanket waivers are *not* authorized, but should be suggested as syllabus changes. Submit waiver requests electronically or in writing, on AETC Form 6, *Waiver Request*, to the following approval authorities, except where required by other governing directives:

a. Syllabus waivers: 19 AF/DO.

b. Syllabus entry prerequisite waivers: 19 AF/DO.

Do not change the order of, omit, or accomplish any training requested in a waiver until notification of approval. Maintain a permanent record of all approved waivers in the student's training record.

3. Syllabus Deviation

A syllabus deviation is any *unplanned* variation from syllabus requirements, such as prerequisite flow, turn times, landing currency, or Maneuver Information File (MIF) requirements. Document *all* syllabus deviations in the student's training record.

All syllabus-directed training must be accomplished unless a waiver request is approved with the following exception: non-U.S. crewmembers will not complete tasks/events or lessons/sorties which are restricted to U.S.-only unless prior written approval was coordinated through HQ AETC/IA. If unforeseen circumstances result in an omission of required training, the ATS site manager or the OG/CC will determine if the omitted training can be accomplished later in the syllabus flow without adversely affecting the quality of student training. Document ATS site manager or OG/CC-directed corrective actions and the accomplishment of the omitted training in the student's training record.

4. Incomplete Training and Disenrollment

Refer to AETCI 36-2205v1, *Formal Flying Training Administration and Management* and AETCI 36-2205v7, *Formal Flying Training Administration and Management-Airlift and Tanker* for incomplete training and disenrollment guidance.

5. Flying Training Feedback

Aircrew members who have completed training through an AETC formal undergraduate or graduate flying training program will be evaluated on the effectiveness of their previous training IAW AETCI 36-2206, *Aircrew Graduate Evaluation Program (AGEP)*. Refer to AETCI 36-2206, for specific program guidance. Questions/comments concerning the feedback survey content should be directed to AETC/A3ZM (DSN-487-2014). For questions concerning access to the AGEP web link, contact AETC/A3FO (DSN 487-2045).

a. FTU Graduates — The crewmember's gaining unit supervisor should complete the aircrew graduate evaluation survey found on the AGEP link (**https: //www.my.af.mil/agepiftprod**). Syllabuses may specify if graduate evaluations are not required.

b. Follow-on Courses — The crewmember's primary instructor, ATS designee (per ATS contract), or gaining unit supervisor will complete the aircrew graduate evaluation survey found on the AGEP link (**https: //www.my.af.mil/agepiftprod**). The survey will be completed at the specified point in the training syllabus or when notified the survey is required.

Section B — Training Management

1. Training Requirements and Restrictions

a. *Course Length* — This course is designed to be accomplished in 70 training days:

Emphasis Area		Approx Trng Days	Acad Hours	Procedural Trainers			Simulator			Flight			Total Hrs
				No. Msns	Supp Hr[1]	Msn Hr	No. Msns	Supp Hr[1]	Msn Hr	No. Msns[2]	Supp Hr[1]	Msn Hr[2]	
a.	Academics[3]	37	242.3										241.5
b.	ATD/OFT	7		7	6.0	18.0							24.0
c.	OFT	13					13	20.0	52.0				72.0
d.	Flightline OFT[4, 5]	1					1	4.0	3.0				7.0
e.	Flight	13								4	44.0	21.0	65.0
f.	Total Training Data	70	242.3	7	6.0	18.0	14	24.0	55.0	4	44.0	21.0	409.5

Notes:

1. Support hours include briefing, preflight, debriefing, and mission planning.
2. Total number of missions and mission hours include the evaluation.
3. Academic hours include the hours in the procedural trainer.
4. If unable to accomplish training in the Flightline OFT, and additional aircraft sortie is authorized.
5. Flightline OFT will only be accomplished if student was not previously tactics certified.

b. *Minimum Academic Performance* — The minimum acceptable score on any phase exam or End-of-Course exam is 85 percent. Should a student receive less than the minimum acceptable score, the instructor will remediate the student and a second, different exam for that phase will be administered. Unsatisfactory performance will be referred to the appropriate military authority.

c. *Minimum Demonstration/Performance Test Standard* — The minimum acceptable performance on any demonstration/performance test will be measured against the course standard and the required proficiency level for events requiring a demonstration/performance test.

d. *Minimum Hour Requirement* — There is no minimum hour/event/sortie requirement for graduation.

e. *Instructor Responsibilities* — Instructors are responsible for training accomplishment; however, students should monitor their own training and develop mission profiles when appropriate.

f. *Proficiency Advancement* — The contractor site manager or squadron operations officer is the approval authority for student proficiency advancement. The student may advance to the next unit of training or flight evaluation provided MIF requirements are met.

Notes:

(1) The academic phase consists of systems previews, normal procedures, systems, and nonstandard/emergency procedures, and is conducted through mediated instructor-based training (IBT), computer-based training (CBT), and cockpit familiarization trainer (CFT) and FSAS Trainer (CFT modified with operational FSAS, FMS, IFMP, and MFDs). In addition, other training devices are used to enhance classroom instruction. A fuel panel part-task trainer and an IFMP part-task trainer are used to enhance familiarization with the fuel system controls. The GATM interactive hand controller part-task trainer (GIPTT) is used for practice with the interactive hand controller (IHC), interactive multifunction display (IMFD) menu pages, and datalink operations.

(2) ATD/OFT Training — The aircrew training device/operational flight trainer is used as a nonmotion/nonvisual procedural trainer to provide advanced normal procedures and systems training.

(3) OFT Training — The operational flight trainer is used to provide mission profiles for system, procedural, and aerodynamic training, as well as evaluations.

(4) Flight Training — Students should be recommended for an evaluation flight as soon as they are proficient in all appropriate sub areas of the MIF. Each flight period includes a 1 hour prebrief, 4 hour mission planning, 3 hour preflight, varying sortie length, 1 hour crew debrief and 2 hours for flight debrief (all of which should be completed on a different day than the flight). All debriefs will be complete prior to the next sortie. The evaluation sortie prebrief time is used for the Emergency Procedures Evaluation. Four hours are additionally added for Tactics ground training/briefing.

(5) Pilot Teams — Pilot teams consist of two pilots undergoing formal training. During the academic simulator phase, PIQs will not be teamed with PTX1, PTX2, and PTX3 students due to different course requirements. Pilot team training is not authorized when passengers are onboard.

2. Break-in-Training (BIT)

The contract site manager or squadron operations officer may authorize additional training due to extended training delays. As a guide, consider seven (7) calendar days without an aircraft/OFT sortie an extended break. Use this authority only when the remaining syllabus sorties are insufficient to compensate for the break in training. All additional training will be documented in the student's training record. Additional training sorties will be limited to that required for the student to regain the proficiency level attained prior to the break in training.

3. Flying Safety and Operational Risk Management (ORM)

Develop flying safety awareness by emphasizing emergency procedures, air discipline, judgment, and ORM. Before accomplishing OFT/flying sorties, all crewmembers will be briefed on forecast weather, OPS notes, FCIF topics, NOTAMs and other pertinent information.

4. Cockpit/Crew Resource Management (CRM)/Threat and Error Management (TEM)

CRM/TEM principles will be integrated in all sorties IAW AFI 11-290/AETC SUP 1, *Cockpit/Crew Resource Management Training Program*. Instructors will discuss CRM/TEM skills as part of all training sortie briefings and debriefings. The following items will be discussed:

a. Mission Planning/Briefing/Debriefing
b. Situational Awareness
c. Crew Coordination/Flight Integrity
d. Communication
e. Risk Management/Decision Making
f. Task Management

5. Briefing Requirements

Briefings set the tone of the mission. Briefing times will be established by the instructor for training device missions and flights. Briefing items should be the minimum established in the mission briefing guide. Accomplish a post mission briefing to measure the success of the mission.

6. Demonstrations

Procedures may be demonstrated by the instructor prior to the student attempting them, based upon difficulty and student ability.

7. Regression Rules

Regression occurs when a task/event is graded Unsatisfactory (U), after having achieved Proficient (P) in the same task/event. Regression from a "P" to a "U" requires an explanation in the student's training record. However, the overall grade is at the instructor's discretion. Once a "P" is received for a task, the only grades allowed are either a "P" or a "U." For regression, the student will re-obtain proficiency prior to the end of the block/phase of training in order to be recommended for an evaluation (when applicable).

8. Airsickness and Manifestation of Apprehension (MOA)

Instructors will document the student's training record when a student experiences any form of airsickness or MOA. Initial aircrew trainees experiencing airsickness will be sent to the flight surgeon as soon as practical for examination, counseling, and treatment. This visit must be made prior to the next flight. For rated or previously trained aircrew, if airsickness leads to significant deviation from training profile or prevents the student from meeting MIF requirements, the student will be referred to the flight surgeon for evaluation IAW AFI 48-123, *Medical Examinations and Standards*. Airsickness episodes will be documented on AF Form 4293 or a suitable substitute. Regardless of student status, MOA will be managed IAW AETCI 36-2205, Volume 1, *Formal Flying Training Administration and Management* and AETCI 36-2205v7, *Formal Flying Training Administration and Management-Airlift and Tanker*.

9. Visually Induced Motion Sickness (VIMS)

If VIMS is so severe that no simulator training can be accomplished, refer the student to the flight surgeon for evaluation of alternatives. Because VIMS is usually unrelated to airsickness, do not consider students for elimination based solely on VIMS episodes.

10. Commander's Awareness Program (CAP)

The CAP objective is to focus supervisory attention on a student's progress in training, specific deficiencies, and potential to complete the program. CAP may also be used to monitor personal issues requiring supervisory attention. CAP is intended as a short-term program. A student requiring an extended period of increased supervision or repeated placement on CAP based on performance should be considered for an Elimination Check (EC).

a. Squadron Commander (SQ/CC) Responsibilities — The SQ/CC administers CAP. During contractor-provided training, the SQ/CC with student oversight administers the program. Once a student begins flight line training, the flying SQ/CC administers the program. **Note:** CAP administration may be delegated to the SQ/DO, flight commander (FLT/CC), or designated supervisor, but the SQ/CC maintains overall authority and responsibility.

1) Categories. Units will place students into one or more of the following categories:

a) Flying — Students demonstrating flying deficiencies in the aircraft.

b) Procedural — Students exhibiting substandard general or emergency procedure knowledge.

c) Academic — Students exhibiting substandard academic performance.

d) Military — Students exhibiting substandard military or professional behavior.

e) Other — Students with personal issues requiring supervisory attention.

2) CAP Procedures:

a) Placement. The FLT/CC, SQ/DO, SQ/CC, or designated supervisor places a student on CAP when substandard performance, personal issues, or lost training requires close monitoring of individual progress. The initiating individual will counsel students placed on CAP. Initial counseling will address the reason for CAP placement, CAP objectives, student training plan, instructor continuity, and CAP removal goals.

b) CAP Student Activities. While students are in CAP the unit will:

1) Tailor training to address the student's particular situation within the limits of the syllabus.

2) Closely monitor instructor continuity.

3) Not compromise proficiency standards to permit CAP students to progress in training. Provide additional sorties to clear flight deficiencies not to exceed those authorized by the Progress Review Process and/or the syllabus.

4) Provide additional counseling as required. Additional counseling is done at the discretion of immediate supervisors, but is required if students fail to meet the CAP removal goals.

5) Appropriately update any intermediate goals and CAP removal goals.

6) Regularly brief squadron leadership on a student's progress toward CAP removal. This briefing should include student strong and weak areas and CAP removal criteria.

7) Maintain documentation of all counseling in the student's training record. **Note:** Document sessions concerning sensitive personal problems on AF IMT 174, *Record of Individual, Counseling* or AETC Form 173 and retain in a separate student personal information folder (SPIF) maintained by the supervisor.

3) CAP Removal. The SQ/CC will remove students from CAP when the student meets CAP removal goals, demonstrates sustained normal progress, or resolves personal issues. **This authority will NOT be delegated.** Removal should not be strictly event/task/sortie/lesson based, particularly when individual weak areas can carry over into the next phase/block or module. Immediate supervisors will counsel students when they are removed from CAP.

11. Progress Review Process (PR)

Conduct a PR when a student demonstrates significant substandard performance to evaluate factors affecting the student's performance and the student's potential to complete the training. Students will continue in training until their ability to complete the course comes into question. PRs will include a review of the student's training record; an interview with the student; and interviews with instructors, military training leaders, and supervisors (when appropriate). Document all PRs in the student's training record, or the electronic media equivalent. Consider placement on CAP.

Note: Once a student requires more training flights and/or additional training sorties than allowed by the syllabus (with the exceptions noted in paragraph 11.c.), commanders may consider eliminating the student IAW AFI 11-402, Chapter 4, *"Failure to Meet Training Standards"*.

a. Level One (L1). The FLT/CC, Superintendent, or ATS Lead Instructor will review the student's training for the following reasons: 1) an exam failure, 2) first aircraft sortie or device failure, 3) consecutive aircraft sorties or device graded "Conditional", or 4) failure to attain Required Proficiency Level (RPL) for ground training.

1) The FLT/CC, Superintendent, or ATS Lead Instructor may; 1) continue student in training, 2) authorize additional ground training, or 3) direct a Level Two review to recommend additional sorties or device training, or to recommend elimination.

b. Level Two (L2). The student's squadron commander (SQ/CC) will review the student's training for the following reasons: 1) second or subsequent exam failures, 2) second or subsequent aircraft sortie or device failures, 3) recurring failure to attain RPL ground training, or 4) an AFI 11-202, Vol. 2 evaluation failure.

Note: Exams include phase/block tests, end-of-course tests, and required flight evaluation requisite exams. Consecutive is defined as a repeat of the same phase/block or first attempt on any successive phase/block.

1) The commander may; 1) authorize additional sorties/devices IAW paragraph 13 of the syllabus, 2) authorize additional ground training, 3) direct an EC, 4) initiate the Commander's Review (CR) Process, or 5) direct a Level Three review if more sorties are required.

Note: During contractor-provided training, the TRS/CC conducts the review. Once a student begins flight line training, the flying SQ/CC conducts the review.

c. Level Three (L3). The Operations Group Commander (OG/CC) will review the students training for the following reasons: 1) SQ/CC recommendation for additional sorties, or 2) once the student exceeds the maximum number of sorties or hours allowed in the syllabus. (The intent is to raise the level of review when excessive assets are expended to meet training goals, regardless of the cause.) **Exceptions:** The extra sorties do not include sorties/simulators flown for support or to regain proficiency lost during BIT, EC, or incomplete sorties

1) The OG/CC may; 1) authorize additional sorties IAW paragraph 13 of the syllabus, 2) deny additional sorties, or 3) request a 19 AF/DO waiver for additional sorties.

Notes: The OG/CC may reinstate student a second time with 19 AF/DO waiver approval for additional sorties. If the student subsequently fails during prescribed additional training sorties the SQ/CC should recommend elimination.

12. Elimination Check (EC) Guidance

An EC is a unit commander's instrument to assess a student's overall flying skills and potential to meet syllabus and MAJCOM requirements. SQ/CCs should consider an EC for sustained substandard performance or doubtful potential to complete formal training. EC's are not intended to comply with AFI 11-202, Vol. 2 requirements, but to assess the student's ability to accept instruction and potential for course completion. Group evaluators will fly ECs.

a. The overall mission grade for an EC will be "S" (satisfactory), "P" (proficient) or "U" (unsatisfactory). Students are allowed to repeat maneuvers and may be instructed in all areas. In all cases, the unsatisfactory sub-areas that precipitated the EC will be sampled. An EC for procedural knowledge will consist of a ground evaluation and may include an ATD mission(s). Use ATD Government Use Time (GUT). All ATD missions must be coordinated with the ATS contractor. The EC will be documented in the student's training record. Use "EC-01", as applicable, for the mission number.

1) A satisfactory EC fulfills the requirements of the lesson/sortie that caused it to be accomplished and allows the student to continue training in the normal training syllabus flow at the next syllabus lesson/sortie. This check does not fulfill the requirements of an AFI 11-202, Vol. 2 evaluation.

b. An unsatisfactory EC will result in entry into the Commander's Review (CR) Process.

c. Training Device EC — SQ/CCs may direct training device ECs any time student performance warrants consideration for elimination. An Air Force instructor will conduct device ECs, while at the same time an evaluator will observe and decide whether the student should continue training. The student will meet CTS to continue training.

d. Ground Evaluation EC — EC ground evaluations may be conducted as a result of unsatisfactory general knowledge and (or) emergency procedures knowledge or for failure to meet syllabus standards in procedural knowledge. The ground evaluation is not a collaborative effort. In all cases, the evaluator will conduct the briefing, ground evaluation execution, debriefing, and assign the overall grade.

e. Incomplete EC — An EC is incomplete only if the mission tasks/events and objectives could not be completed, and a reasonable evaluation of student performance could not be made. Do not incomplete an aircraft EC for non-flying or ground items with a recommendation that additional ground lessons be administered by another qualified EC evaluator to determine the outcome of the EC.

13. Authorized Additional Training (AT)

The SQ/CC may authorize up to 1 additional flightline sortie. The OG/CC may authorize up to 1 additional flightline sortie. Additional time/sorties (CPT, ATD, etc.) will be logged as AT time in the student's training record.

14. Commander's Review (CR) Process

When students demonstrate a lack of potential to meet training standards, the squadron commander will recommend elimination. Use AETC Form 126A, *Record of Commander's Review Action,* to complete the CR process. For **s**pecific responsibilities and guidance on the AETC Form 126A, see Figure 2-1 for overview of process. **Note:** Complete the CR process within 10 duty days (24 duty days for international students) from the date the Initiating Authority (IA) signs AETC Form 126A.

15. Commander's Review (CR) Process Specific Duties

1. Initiating Authority (IA). The student's SQ/CC is the IA, The IA will:

Note: During contractor-provided training, the TRS/CC conducts the CR. Once a student begins flight line training, the flying SQ/CC conducts the CR.

a. Inform the student that the CR process is being initiated and state reasons for the action.

b. Explain the CR process to the student.

c. Remove the student from training pending the Approving Authority's (AA) decision. **Note:** The IA may elect to continue the student in academics only training with Reviewing Authority (RA) concurrence.

d. Notify the HARM office to suspend the student's aeronautical orders IAW AFI 11-402/AETC SUP 1.

e. Notify the student in writing of consideration for elimination.

f. Inform the student of individual rights for legal assistance and representation.

g. Advise the student to submit a letter within 2 duty days identifying any factors that may have affected training.

h. Complete AETC Form 126A, Section I and clearly state the reason(s). Indicate whether the student is an Initial CEA or a Qualified CEA/Rated Officer.

i. Ensure the student completes AETC Form 126A, Section II, and include the statement *"I have discussed this action with the squadron commander."*

j. Forward the completed AETC Form 126A with the student's memorandum, training record, any attachments and written documentation (if applicable) to the RA no later than 4 duty days after notifying the student.

2. Reviewing Authority (RA). The OG/CC is the RA. The RA will:

a. Review the student's training and determine if any training irregularity would warrant retention in training. (**Note:** The OG/CC may delegate this review and recommendation authority to the operations group deputy commander). The RA will discuss the circumstances of the elimination with the IA. The RA may interview the student, as necessary.

1) Complete AETC Form 126A, Section III, make comments (when applicable) as to the student's retention or elimination from training, and Section IV, if applicable, to include all evaluator results by lesson/sortie and overall grade.

2) For medical eliminatees, provide a statement evaluating the student's ability to complete training if medically requalified.

3) Forward the AETC Form 126A with all applicable records to the WG/CC for final review.

3. Approving Authority (AA). The WG/CC is the AA. The AA will:

a. Review the student's records and RA's comments.

b. Decide whether the student will be reinstated or eliminated from training.

1) For Initial CEA students — marking the "eliminate" block indicates the final decision on elimination and the student is permanently removed from the course.

i. Complete Section V of AETC Form 126A, annotating any recommendations of follow-on training for the student. The AA may also recommend lateral flow of enlisted initial CEA students to other aircraft or

crew positions. The WG/CC ensures coordination of lateral training requirements through HQ AETC/A3ZM. **Note:** Do not recommend students eliminated for manifestation of apprehension (MOA) for any other flying training.

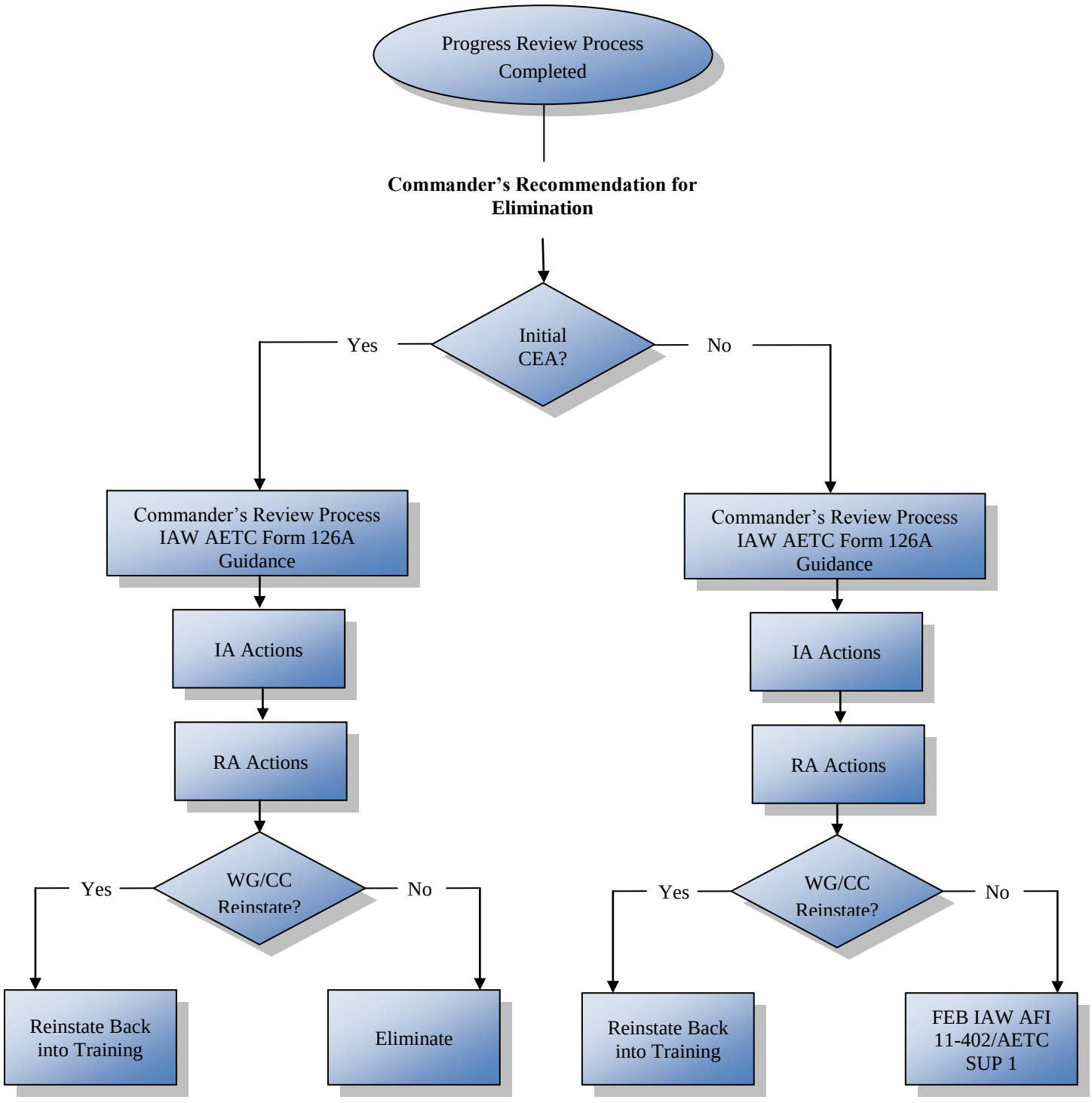
ii. Upon elimination, inform the student of the opportunity to indicate personal desires for retention in service and future training according to AFI 36-2110, *Assignments*. Explain the possibility of reassignment action or release from extended active duty under the separation policies.

2) For Qualified CEA/Rated Officer students ── marking the "eliminate" block requires initiation of an FEB IAW AFI 11-402/AETC SUP 1.

16. Fuel Conservation

Aircrews will manage aviation fuel as a limited commodity and precious resource. Consider fuel optimization throughout all phases of mission planning and execution of this syllabus. Optimize ground operations and flight profiles for efficient fuel usage. Adhere closely to syllabus average mission durations. Terminate the sortie early when mission and training objectives are met. Carefully weigh the cost/benefit of AT sorties.

Figure 2-1 — Overview of Commander's Review Process



Section C — Grading Procedures

1. Performance and Knowledge Standards

Measure student performance and knowledge against the CTS and the RPL. These standards and proficiency levels are drawn from the MTL/ESD and AFI 11-2KC-135, Vol. 2. The RPL is the minimum level the student must accomplish as per the MIF. A performance code value will have a knowledge code associated for each specific task/event or sortie/lesson (Example: 2B or 3C). Knowledge codes can be used alone to define a level of knowledge for a subject not directly related to any specific task/event (Example B or C), or for a subject common to several tasks/events.

a. Event/Task or Lesson/Sortie Performance Standard

Code	Performance is	Definition
1	Extremely Limited	Individual can do most activities only after being told or shown how.
2	Partially Proficient	Individual can do most of the behaviors, but not necessarily to the desired levels of speed, accuracy, and safety.
3	Proficient	Individual can do and show others how to do the behavior in an activity at the minimum acceptable levels of speed, accuracy, and safety without the assistance of an instructor. For instructors, proficiency includes the ability to demonstrate, instruct, and supervise ground and flight activity.
4	Highly Proficient	Individual can do behaviors in an activity at the highest level of speed, accuracy and safety.

b. Event/Task or Lesson/Sortie Knowledge Standard

Code	Knowledge of	Definition
A	Fact and Nomenclature	Individual can identify basic facts and terms about the subject and, when used with a performance code, can state nomenclature, simple facts, or procedures involved in an activity.
B	Principles and Procedures	Individual can explain relationship of basic facts and state general principles about the subject and, when used with a performance code, can determine step-by-step procedures for sets of activities.
C	Analysis and Operating Principles	Individual can analyze facts and principles and draw conclusions about the subject and, when used with a performance code, can describe why and when each activity must be done and tell others how to accomplish activities.
D	Evaluation and Complete Theory	Individual can evaluate conditions and create new rules or concepts about the subject and, when used with a performance code, can inspect, weigh, and design solutions related to the theory involved with activities.

2. Individual Task Grading

Each task will be graded using the following scale:

a. *One Time (O) — Item must be accomplished once by the crewmember, but does not require proficiency.*
b. *Briefing Only (B) — Briefing Item Only.*
c. *Familiarization (F) — May be accomplished by briefing, demonstration, observation or actual accomplishment.*
d. *Proficient (P) — Individual has achieved the required proficiency level (as per the MIF table).*
e. *Satisfactory (S) — Individual has not achieved the required proficiency level (RPL) but progress is Satisfactory.*
f. *Unsatisfactory (U) – Individual was previously proficient, but has regressed or progress is Unsatisfactory.*

Notes:

1. Once an individual has received a "P" for a task, the only subsequent grade allowed is either "P" or "U".
2. Any task/event graded "U" must have an associated remark the student's training record.

3. Follow AFI 11-2KC-135, Vol. 1 for guidance in completing training records.

3. **Overall Lesson/Event/Sortie Grade**

After grading individual tasks, the instructor will rate the student's overall performance. The overall grade scale is as follows:

a. *Unsatisfactory (U) – Unsatisfactory progress on this lesson/event/sortie.*

b. *Conditional (C) – Marginal progress on this less/event/sortie.*

c. *Good (G) – Normal progression on this lesson/event/sortie.*

d. *Excellent (E) – Exceptional progression on this lesson/event/sortie.*

Notes:

1. Students graded "U" on any individual task should not receive any higher overall grade than conditional (C). However, an overall Good or Excellent may be appropriate when an individual grade of "U" is given for maneuvers new to the student. A student's performance is expected to improve during training and lack of progression will be reflected in the overall grade.

2. Follow AFI 11-2KC-135, Vol. 1 for guidance in completing training records.

4. Maneuver Item File (MIF)

Students will be graded on all items listed in the MIF table unless exceptions are noted in the training record. The RPL a student must attain per each MIF is listed below.

a. CFT Maneuver Item File—An RPL of 2 will be attained by the last CFT event unless otherwise noted.

b. OFT Maneuver Item File—An RPL of 3 will be attained on all items by the OFT prior to the evaluation event unless otherwise noted.

c. Airplane Maneuver Item File—An RPL of 3 will be attained on all items by the flight prior to the evaluation event unless otherwise noted.

Section D — Course Training Standards (CTS)

1. Purpose — To provide individual task/event standards to meet lead command's graduate requirements.

2. Duties and Responsibilities

a. Student Responsibilities — Students will accomplish all assigned training.

b. Instructor Responsibilities — Instructors are ultimately responsible for accomplishment of all preflight, postflight, and training requirements.

3. General Proficiency Standards

a. Course training standards equate to a proficiency maneuver grade of "3C" for task/event performance or "C" for task/event knowledge unless otherwise stated. The student must attain this standard not later than completion of the sortie prior to the evaluation (flight or simulator).

b. Procedural knowledge and application must be in accordance with applicable and current directives to allow safe and efficient mission accomplishment.

c. Momentary deviations are acceptable if timely corrections are made and safety of flight is not compromised.

d. The CTS listed in the MIF tables correspond to the grading criteria areas in the AFI 11-2KC-135, Vol. 2 except those which are unique to each course and have a higher series number above those associated with the Vol. 2 areas or sub-areas. Should a variance occur between the CTS and the "source" regulation (AFI 11-2KC-135, Vol. 2), the source regulation takes precedence.

4. Employment

The MIF identifies required student progression necessary for successful unit completion. Prior to course completion, each student must pass an AFI 11-202, Vol. 2 evaluation which fulfills AFI 11-2KC-135, Vol. 2 qualification requirements.

5. Job Tasks

Performance conditions are specified in the following CTS table. Standards are located in AFI 11-2KC-135, Vol. 2. For additional standards not addressed in 11-2KC-135, Vol. 2, see appended tables below.

Area (CTS)	Description
	General
1	Directives and Publications
2	Mission Preparation/Planning/Performance
3	Use of Checklist
4	Safety Consciousness (Critical)
5	Judgment/Compliance (Critical)
6	Crew Coordination/Crew Resource Management (CRM)
7	Communication Procedures
8	Aircrew Flight Equipment Systems/Egress
9	Knowledge/Completion of Forms
10	Airmanship/Situational Awareness
	Qualification
11	Takeoff
12	VFR Pattern (Weather Permitting or Certified Simulator)
13	Landings
13A	Normal Landing (50 Flap)
13B	Partial Flap (30 or 40 Flap)
14	Landing/Roll, Braking
15	All Engine Go Around (GA), Copilots Only
16	Simulated Engine Out Operations
16A	Engine Fire/Failure During Flight
16B	Engine Out Approach
16C	Engine Out GA
16D	Engine Out Landing (use area 16 criteria)
17	Boldface Emergency Procedures (Critical)
18	Other Emergency Procedures
19	Systems Operations/Knowledge/Limitations
	Instrument
20	Instrument Departure/SID
21	En Route Navigation/FMS
22	Holding (If available, else verbally evaluate)
23	Use of NAVAIDs
24	Descent/Arrival
25	Precision Approaches
25A	PAR
25B	ILS
26	Non Precision Approaches
27	Circling Approach (If Available, Else Verbally Evaluate)
28	Missed approach
	Instructor (Requal Only)
29	Instructor Responsibility (Critical)
29A	Instructor Ability (Critical)
29B	Student Briefing/Critique (Critical)
	Mission
30	Ground Operations/Taxi
31	Takeoff
32	Radar Operations/Weather Avoidance/Windshear
33	Fuel Conservation
34	Landing
35	Tanker AAR
35A	Rendezvous
35B	Platform Control
35C	Breakaway

35D	Overrun Procedures
35E	Tanker AAR formation, if observed
36	Formation (if observed)
38	Tactics (if observed)
39	Threat Avoidance (if observed)
40	Tactical Arrival (if observed)

Chapter 3
Academic Training

CBES–Computer-Based Exam System	FT–Field Trip
CBT–Computer-Based Training	IBT–Instructor-Based Training
CFT–Cockpit Familiarization Trainer	PTT–Part Task Trainer

Section A — Course Content/Medium/Duration

PREPARATORY

Lesson ID	Title	Medium	Hours
INTRO	Introduction to CBT	CBT	0.5
IRC	Instrument Refresher Course *	IBT	6.0
KAPM	Publications Maintenance and Associated Directives	CBT	1.0
KPAO1	Flight Characteristics	CBT	1.0
KPAO2	Flight Handling	CBT	1.0
KPAO3	Asymmetrical Aerodynamics	CBT	1.0
KPCL	Aircrew Leadership	IBT	1.0
KPDE	Associated Directives for KC-135 Operations	CBT	1.0
KPDI	Associated Directives Seminar	IBT	2.0
KPFT	Aircraft Field Trip	FT	2.5
KPIP1	FSSC Inprocessing and LRC Orientation	IBT	1.5
KPIP2	AF Inprocessing *	IBT	1.5
KPPM1	Publications Assembly	IBT	4.0
KPPM2	Publications Page Count	IBT	3.0
KPSD	Systems Associated Directives	CBT	1.0
			28.0

CNS/ATM

KPCD	CNS/ATM Datalinking	CBT	1.5
KPGT1	IHC and IMFD Menu (GIPTT Exercise)	PTT	1.0
KPGT2	Map Displays (GIPTT Exercise)	PTT	1.0
KPGT3	Advanced Operations (GIPTT Exercise)	PTT	1.0
KPOP	CNS/ATM Operations	IBT	3.0
KXCA	CNS/ATM Orientation	CBT	2.5
KXCI	IHC and IMFD Menu	CBT	2.0
KXCN	CNS/ATM Navigation Systems	CBT	1.5
KXCS	CNS/ATM Surveillance Systems	CBT	1.5
			15.0

FLIGHT MANAGEMENT SYSTEMS

Lesson ID	Title	Medium	Hours
KPCB	Flight Management System Review	IBT	2.5
KPCB1	FMS: COM and NAV Keys	CBT	1.0
KPCB2	FMS: MSN and Data Keys	CBT	1.0
KPCM	Multifunction Display (MFD) for Pilots	CBT	2.5
KPFM1	Fuel Savings Advisory System Basics	CBT	1.0
KPFM2	Fuel Savings Advisory System Performance	CBT	1.0
KPFM3	ATD Exercise for FSAS	CFT	1.0
KPGP	EGPWS	CBT	1.5
KPTC	ETCAS	CBT	2.0
KXCB1	FMS: Control Display Unit Basics	CBT	1.5
KXCB2	FMS: FPLN and DIR Keys	CBT	1.0
KXCB3	FMS: EDIT Key	CBT	2.0
KXCB4	FMS: STR, PSN, IFF/M3 and MARK Keys	CBT	1.0
KXCB5	FMS: IDX Key	CBT	1.0
KXCB6	FMS: INAV and STAT Keys	CBT	1.0
KXCR	Color Radar for Pilots and Navigators	CBT	1.5
			22.5

AIRCRAFT SYSTEMS

KAIM	ADIS	CBT	1.0
KPAA	Miscellaneous Flight Instruments	CBT	1.0
KPAP	Autopilot	CBT	1.0
KPAU	Auxiliary Power Unit	IBT	1.0
KPAU	Auxiliary Power Unit	CBT	1.0
KPEL1	Electric Systems	CBT	1.0
KPEL2	Electric Systems Operations	CBT	1.0
KPEN1	Engine Systems	CBT	1.5
KPEN2	Engine Malfunctions	CBT	2.0
KPFC1	Primary Flight Controls	CBT	1.5
KPFC2	Secondary Flight Controls and Emergency Procedures	CBT	1.5
KPFD	Flight Director	CBT	1.0
KPFU	Fuel System	CBT	1.5
KPFU1	Fuel System Operation	CBT	1.0
KPHY	Hydraulic System	CBT	2.5
KPLT	Navigation Safety Equipment	CBT	1.0
KPOX	Oxygen System	CBT	1.0
KPPN1	Pneumatic System Location and Function	CBT	1.0
KPPN2	Pneumatic System Procedures	CBT	1.0
KPRA1	AN/ARC-164 UHF	CBT	0.5
KXRA	AN/ARC-210 VHF/UHF Radio	CBT	2.0
			26.0

MISSION PLANNING

Lesson ID	Title	Medium	Hours
KPCF	Formation Flying	IBT	2.0
KPDM	Associated Directives for Mission Planning	CBT	1.0
KPFP	Mission Planning	CBT	1.0
KPFP	PFPS Mission Planning	IBT	12.0
KPMP	FSAS Calculator Exercises	PTT	1.0
KPMP1	Takeoff Data 1	CBT	1.0
KPMP2	Takeoff Data 2	CBT	1.0
KPMP3	Takeoff Data 3	CBT	1.5
KPMP4	Takeoff Data 4	CBT	1.5
KPMP5	Landing Data	CBT	1.0
KPMP6	FSAS Calculator Lab	IBT/PTT	3.5
KPPF	DAFIF Data Loading Procedures	CBT	0.5
			27.0

AIR REFUELING

KPDA	Associated Directives for Air Refueling	CBT	1.0
KAAR	Air Refueling Basics	CBT	1.0
KYAR2	Air Refueling Aerodynamics	CBT	1.0
KPAR1	Air Refueling Operations	IBT/PTT	3.0
KPAR2	Air Refueling Seminar	IBT	1.0
			7.0

OPERATIONS

CRM	Crew Resource Management (CRM)	IBT	8.0
IRCHT	Hot Topics*	IBT	2.0
KPGW	Gusts and Windshear	IBT	2.0
KPJP	Jeppesen Approach Plate Study	CBT	1.5
KPTU	Turns During Climbout	CBT	1.0
KPVF	VFR Arrival and Departure	CBT	1.0
KPVR	National Airspace and VFR	CBT	1.5
			17.0

CFT/ATD/OFT GUIDED DISCUSSIONS

Lesson ID	Title	Medium	Hours
KPAD07GD	Flight Director, ADIS, O2, ELT, 164/210 Radios	IBT	2.0
KPAD08GD	CNS/ATM Display/COM/NAV/SATCOM	IBT	2.0
KPAD09GD	CNS/ATM Nav and Surveillance Systems	IBT	2.0
KPAD10GD	CNS/ATM Datalinking	IBT	2.0
KPAD11GD	Color Radar, ETCAS, EGPWS	IBT	2.0
KPNM1	Normal Procedures 1	CFT	3.0
KPNM2	Normal Procedures 2	CFT	3.0
KPNM3	Normal Procedures 3	CFT	2.5
KPNM4	Normal Procedures 4	CFT	2.0
KPTD01MS	Ground Movement, Takeoff, and Full-Stop Landing Procedures	IBT	2.0
KPTD02MS	Touch-and-Go Landings and Approaches	IBT	2.0
KPTD03MS	Aerodynamics	IBT	2.0
KPTD04MS	Normal Procedures Including Air Refueling	IBT	2.0
KPTD05MS/BP	Engines and Pneumatics	IBT	4.0
KPTD06MS/BP	Fuels and Electrics	IBT	3.0
KPTD07MS	Mildenhall to Ramstein	IBT	2.0
KPTD08BP	M010, Pilot Proficiency (Day/Night)	IBT	1.0
KPTD09MS	Keflavik to Mildenhall	IBT	2.0
KPTD10MS/BP	Flight Controls and Hydraulics	IBT	3.0
KPTD11MS/BP	Eielson to Yokota	IBT	3.0
KPTD12MS/BP	Proficiency Training	IBT	3.0
			49.5

EMERGENCY PROCEDURES

KPEP	Emergency Procedures	IBT	7.0
			7.0

EXAMINATIONS

	IRC Test*	IBT	1.0
KAMRX	Aircraft Marshalling Examination (G002A/G002B)	CBES	0.5
KPBAX	Block A Examination	CBES	1.0
KPBBX	Block B Examination	CBES	1.0
KPBFX	Boldface Emergency Procedures Test	IBT	1.0
KPDLX	Datalink Certification Examination	CBES	2.0
KPECX	End-of-Course Examination	CBES	1.0
KPEPX	Emergency Procedures Examination	CBES	1.0
KPTCX	Transition Block C Examination	CBES	1.0
			9.5

AIRCREW FLIGHT EQUIPMENT/EGRESS TRAINING

G060	Tactics (taught by flightline, does not include unit specific events, 4 hours included in mission prep)*	IBT	4.0
G070	Aircrew Intelligence Training (AIT)*	IBT	4.0
GS025	Aircraft Field Trip*	FT	2.0
LL03	Emergency Egress*	IBT	2.0
LL04/06	Aircrew Flight Equipment*	IBT	4.0
			16.0

MISSION QUALIFICATION GROUND TRAINING

Lesson ID	**Title**	**Medium**	**Hours**
G080A	AFSIR	CBT	0.5
G080C	Identification, Friend or Foe System	CBT	0.5
G080D	COMSEC User Requirements	CBT	1.0
G080E	HAVE QUICK with AN/ARC-164	CBT	0.5
G080F	KY-58 Secure Voice	CBT	0.5
G080G	ACS with HF1 Backup Control Panel	CBT	1.0
G080H	ACS with CDU	CBT	1.0
G080I	Simple Key Loader	CBT	0.5
G080J	Have Quick with CDU	CBT	0.5
G090	Antihijacking	CBT	0.5
G110	Level 1 AntiTerrorism (AT) Awareness Training	CBT	1.0
G140	RVSM	CBT	1.0
G182	Hazardous Cargo	CBT	2.5
G190R	Aircraft Servicing	CBT	1.0
Hxxx	Immunizations (Update shots as needed)*		1.0
VT01	VTRAT	IBT	4.0
			17.0

*Taught by A.F.

Section B— Cockpit Familiarization Training (CFT) Maneuver Item File

The CFTs provide the student the opportunity to become familiar with the location of instruments and switches and to practice performing checklists before flying in the OFT.

CTS No.	CFT MANEUVER ITEM	Left Seat	Non-Seat Specific	Right Seat
3	Interior Inspection Checklist	2B		2B
3	Starting Engines and Before Taxi Checklist	2B		2B
3	Taxi Checklist	2B		2B
3	Before Takeoff Checklist	2B		2B
3	After Takeoff-Climb Checklist	2B		2B
3	Descent Checklist	2B		2B
3	Approach and Landing Checklist	2B		2B
3	After Landing Checklist	2B		2B
3	Engine Shutdown or Postflight Checklists	2B		2B
6	Crew Coordination/CRM	2B		2B

Section C — Aircrew Training Device (ATD) Maneuver Item File

The ATD/operational flight trainer provides the student the opportunity to practice performing checklists and hone their skills before flying in the OFT.

Note: KPNM5 & 6 MIF information

CTS No.	ATD MANEUVER ITEM	Left Seat	Non-Seat Specific	Right Seat
3	Interior Inspection Checklist		2B	
3	Starting Engines and Before Taxi Checklist		2B	
3	Taxi Checklist		2B	
3	Before Takeoff Checklist		2B	
3	After Takeoff-Climb Checklist		2B	
3	Descent Checklist		2B	
3	Approach and Landing Checklist		2B	
3	After Landing Checklist		2B	
3	Preparation for Air Refueling Checklist		2B	
3	Post Air Refueling Checklist		2B	
3	Multiple Full-Stop Landings Checklist		2B	
3	Engines Running Pushback Checklist		2B	
3	Engine Shutdown Checklist		2B	

Chapter 4
Flying Training

Accomplish all Operational Flight Trainer (OFT) and airplane missions IAW the KC-135 *OFT Pilot Training Devices Instructor Guide* and *Flightline Procedures Instructor Guide*.

Section A — Simulator Training

Unit	Medium	Title	Sorties	Hours
KPTD01	OFT	Ground Movement/Takeoff; and Full-Stop Landing Procedures	1	4.0
KPTD02	OFT	Touch-and-Go Landings and Approaches	1	4.0
KPTD03	OFT	Aerodynamics	1	4.0
KPTD04	OFT	Normal Procedures Including AAR	1	4.0
KPTD05	OFT	Engines and Pneumatics	1	4.0
KPTD06	OFT	Fuels and Electrics	1	4.0
KPTD07	OFT	Mildenhall to Ramstein	1	4.0
KPTD08	OFT	M010, Pilot Proficiency	1	4.0
KPTD09	OFT	Keflavik to Mildenhall	1	4.0
KPTD10	OFT	Flight Controls and Hydraulics	1	4.0
KPTD11	OFT	Eielson to Yokota	1	4.0
KPTD12	OFT	M010, Pilot Proficiency	1	4.0
KPTD13	OFT	Instrument Qualification Evaluation	1	4.0
Flightline OFT	OFT	Flightline OFT*	1	3.0
			14	**55.0**

* Flightline OFT will only be accomplished if student was not previously tactics certified.

Notes:

1. The final sortie (KPTD13) will be flown as an instrument qualification evaluation IAW *AFI 11-2KC-135, Vol. 2*.
2. The normal composition of a training crew is a ratio of 2 pilots to 1 instructor. Any deviation from this ratio during academic training will be documented (to include hours in the seat to meet syllabus requirements) in the student training record.
3. Pilots will be exposed to formation training events in the aircraft as a primary means of training. ATDs joined together through Distributed Mission Training (DMT) are used for Tactical Air Work events (i.e. formation rejoins). DMT formation ATD events are creditable toward MQT. Goal is for each student pilot to receive 2 creditable formation experiences (simulator followed by flight training).

Section B — Airplane Training

Syllabus airplane sorties will normally be scheduled to provide a 1 hour prebrief, 4 hour mission planning, 3 hour preflight, varying sortie length, 1 hour crew debrief, and 2 hours for flight debrief (all of which may be completed on a different day than the flight). All debriefs will be complete prior to the next sortie. The evaluation sortie prebrief time is used for the Emergency Procedures Evaluation. Four hours are additionally added for Tactics ground training/briefing.

Unit	**Medium**	**Title**	**Sorties**	**Hours**
KPIB1	KC135	AAR & PTO (Day)	1	5.0
KPIB2	KC135	AAR & PTO (Night)	1	5.0
KPIB3	KC135	AAR Formation (MOA Tactical Airwork)	1	6.0
KPIB4	KC135	Mission Evaluation	1	5.0
		Total	**4**	**21.0**

Notes:

1. LL04/06 Aircrew Flight Equipment, LL03 Emergency Egress, and G025 Aircraft Field Trip must be completed prior to KPIB1.
2. Wing tip clearance training must be completed on or before KPIB1.
3. Students should be recommended for an evaluation as soon as they are proficient in all appropriate sub areas of MIF.
4. The final sortie (KPIB4) will be flown as a mission evaluation IAW *AFI 11-2KC-135, Vol. 2*. Stan/Eval determines the profile.

Section C — Operational Flight Trainer (OFT) Maneuver Item File

CTS No.	OFT MANEUVER ITEM KPTD 1-13	Left Seat	Non-Seat Specific	Right Seat
	GENERAL			
3, 19	Normal Procedures	3C		3C
3, 19	Cold WX Procedures		3C	
7	SATCOM Operations		3C	
7	Datalink Operations		3C	
	CREW RESOURCE MANAGEMENT (CRM)			
10	Situational Awareness/Airmanship		3C	
6	Crew Coordination/Flight Integrity		2B	
6,7	Communication		3C	
5,6	Risk Management/Decision Making		3B	
6	Task Management		2B	
1,2,4,5	Mission Planning		3C	
2	Mission Briefing/Debriefing		2B	
	ENGINE START/ TAXI			
30	Starting Engines	3C		3C
30	Alert Start		3C	
30	Taxiing the Aircraft	2C		
	TAKEOFF/CLIMB/CRUISE/DESCENT			
2	Takeoff Data Defns and Calculations		3C	
11	Normal Takeoff Procedures	3C		3C
11	ACCL Mode Takeoff		3C	
11	Max Mode Takeoff		3C	
11	Close-In Turns (Noise Abatement) Hvy Weight		3C	
11 16A	Engine Failure, Takeoff Continued		3C	
11, 32	Takeoff Weather Knowledge/Avoidance		3C	
20	Standard Instrument Departure/Climb out		3C	
24	Spiral Arrival/Departure		F	
20, 21	Enroute Climb		3C	
21,23	VOR/TAC/FMS Procedures		3C	
19, 33	Fuel Management/CG Control		3C	
3,19	INU Airborne Alignment		3C	
19,21	Course Deviation/Offset		3C	
3, 19	INS Steering Solution Update		3C	
5, 21	Monitor and Adjust Flight Progress		3C	
24	Enroute Descent		3C	
	AIR REFUELING (A/R)			
3, 35	Air Refueling Checklists		3C	
35, 35B	Tanker A/R Autopilot ON		2B	
35, 35B	Tanker A/R Autopilot OFF		2B	
35, 35A	Tanker RV Delta (Point Parallel)		3C	

35, 35A	Tanker RV Golf (En-route)		3C	
35, 35A	Anchor Rendezvous		3C	
35, 35A	Alternate/Backup Rendezvous		2C	
3, 5, 18	Reverse Air Refueling		F	
35,35D	Tanker Overrun Procedures		3C	
35,35C	Tanker A/R Breakaway Procedures		3C	
	APPROACH			
25,26	Approach	3C		3C
25A	PAR		2B	
25B	ILS		3C	
26	FMS Approach		F	
26	ASR		2B	
26	VOR/TAC/LOC Approach		3C	
24	High Altitude Procedures		3C	
24	Low Altitude Procedures		3C	
25, 26	ICAO Approach		3C	
19,25	Autopilot Coupled Approach		3C	
25B	ILS (Gyro Mode)		3C	
12	VFR Pattern		3B	
27	Circling Approach		3C	
38,40	Overhead Pattern		F	
15,28	Go-Around/Missed Approach		3C	
6B,16C,28	Approach and Go-Around Engine Out		3C	
16B,16C,18, 28	Approach Engine Out/Rudder Power Off		3C	
22	Holding		3C	
	LANDING			
2	Landing Data Definitions and Calculations		3C	
13, 13A	Landing 50 Flap	3C		3C
13,13B	Landing 30 or 40 Flap		3C	
13	Touch and Go Landing		3C	
13	Crosswind Landing		2C	
13	Night Landing		3C	
13,16D	Engine Out Landing		3C	
13	Full Stop Landing	3C		
14	Right Seat Braking Exercise			2B
5, 13,14,18,19	Landing with Antiskid Inoperative		3C	
	BOLDFACE/EMERGENCY PROCEDURES			
17	Abort	3C		3C
17	Engine Fire on the Ground	3C		3C
17	Engine Fire or Failure During Flight		3C	
17	Crash Landing Immediately After Takeoff	2C		2C
17	Unscheduled Rudder Deflection		3C	
17	Smoke/Fumes Elimination (Electrical Fire Isolation/Bleed Air System Isolation)		3C	
18	Runaway Stab Trim (NU) During Takeoff		3C	
18	Runaway Stab Trim (ND) During Approach		3C	
18,32	Windshear Recognition and Recovery		3C	
17,18	Starting Malfunctions		3C	
11,18	PMC Inoperative Takeoff		3B	
18	Fuel Dumping Procedures		3C	
18	Emergency Descent		3C	
18,19	Manual Flaps		3C	
18,19	Alternate Gear Extension		3C	

18	Precautionary Engine Shutdown		3C	
18,19	Jammed Stabilizer		O	
18	High Altitude Approach to Stall		F	
18	Low Altitude Approach to Stall		3C	
18	High Speed Buffet		F	
18,19	Unusual Attitude Recovery		3C	
18,19	Dutch Roll Recovery		F	
18,19,32	Adverse Weather Penetration		3C	
18,19	Spoiler and Lateral Control Demo		F	
18,19	Trim Demo		F	
19	Engine		3C	
19	Fuel		3C	
19	Hydraulic		3C	
19	Electric		3C	
19	Flight Control		3C	
19	Pneumatic System		3C	

Section D — Airplane Maneuver Item File (MIF)

CTS No.	AIRPLANE MANEUVER ITEM	Left Seat	Non-Seat Specific	Right Seat
	GENERAL			
1	Directives and Publications		3C	
3	Use of Checklist		3C	
1, 3, 5, 6,19	Aircraft Equipment Operations		3C	
4	Safety Consciousness		3C	
5	Judgment/Compliance		3C	
7	Communication Procedures		3C	
8	Aircrew Flight Equipment Systems/Egress		3C	
	Four Person operations		F	
19	Systems Operations/Knowledge/Limitations		3C	
9	Knowledge/Completion of Forms		3C	
	CREW RESOURCE MANAGEMENT (CRM)			
6,10	Situational Awareness/Airmanship		3C	
6,7	Communication		3C	
5,6	Decision Making		3C	
6	Task Management		3C	
2,6	Mission Planning		3C	
2,6	Mission Briefing/Debriefing		3C	
6	Crew Coordination/Flight Integrity		3C	
	GROUND OPERATIONS			
3,30	APU Operations		3B	
3,7,19,30	Preflight/Ground Ops		3C	
7	Have Quick Radio Procedures (Note 2)		3B	
7	Secure Radio Operations		2B	
7	Authentication Procedures		2B	
7	SATCOM Communication		3C	
7	NDB & AAR DB load ops		F	
7	HF SELCAL		F	
30	Taxi	3C		
3,9,19,30	Postflight	3C		
	TAKEOFF/DEPARTURE			
11,36	Formation Departure & Join-Up (Note 2)		3B	
11	Takeoff-Initial		3C	
11	Takeoff-Night		3C	
11	Takeoff-Gyro Mode		3C	
3,7,19	PNF Climb Duties		3C	
12	VFR Departure (Day)		3C	
12	VFR Departure (Night) (Note 1)		3C	

	Max Mode Takeoff, 30 Flap		3C	
	AIR REFUELING (A/R)			
35,35B	Tanker A/R Autopilot ON		3C	
35,35B	Tanker A/R Autopilot Off		3C	
35,35A	Tanker Rendezvous		3C	
35,35A	Tanker Alternate Rendezvous		2B	
35,35D	Tanker Rendezvous Overrun Procedures		F	
35,35A	Tanker RV Delta (Point Parallel)		3C	
35,35A	Tanker RV Golf (En-route)		3C	
35,35C	Tanker A/R Breakaway & Emer. Separation		3C	
35,35E	Air-Air Formation Refueling		3B	
18,19	Reverse Air-Air Refueling		F	
18,19	Emergency Boom Hoist		3B	
35B	Platform Control		3C	
	CRUISE			
36	Enroute Formation (Note 1)		3B	
36	Large Formation departure/join-up		F	
36	Large Formation		F	
	Category I/Over Water Navigate		F	
	Grid Entry and Exit Exercise		F	
	INS INU Airborne Alignment		F	
10, 21	Autopilot Off Cruise		3C	
32	Radar Ops/WX Avoidance/Windshear		3C	
33	Fuel Conservation		3C	
21,23	VOR/TAC/FMS Procedures		3C	
	AIRWORK			
18,19	Landing Gear Alternate Extension		3C	
18,19	Main Flap Manual Operation		3C	
	DESCENT			
12	VFR Arrival (Day) (Note 2)		3C	
12	VFR Arrival (Night) (Note 1 & 2)		3C	
	TRANSITION			
26	Visual Approach		3C	
13	Night Landing		3C	
13	Landings		3C	
13	Full Stop Landing		3C	
13	Supervise CP T/O, Landing, AAR		3C	
	TACTICS TRAINING (Note 1 and 2)			
12,38,40	VFR Overhead Pattern - Day		3C	
12,38,40	VFR Overhead Pattern - Night		3C	
38	Tactical Departure - Day		3C	
38	Tactical Departure - Night		3C	

38,40	Tactical Arrival - Day		3C	
38,40	Tactical Arrival - Night		3C	
38,39	Slide Exercise (See Note 2)		3C	
38,39	Scram Exercise (Single Ship) (See Note 2)		3C	
38	Maneuver - Steep Turns (See Note 2)		3C	
38	Mid-Mission Join Up (See Note 2)		3C	
38	Turning Combat Descent (See Note 2)		3C	
38	Straight Ahead Combat Descent		3C	
38,40	Curvilinear Approach - Day		3C	
38,40	Curvilinear Approach - Night		3C	
38,40	LAHSA (OFT only) (See Notes 1& 3)		3C	
38	LAHSD (OFT only) (See Notes 1& 3)		3C	
	INSTRUCTOR REQUAL			
29	Instructor Responsibility		3C	
29A	Instructor Ability		3C	
29B	Student Briefing/Critique		3C	
19, 29, 29A	Landing Attitude Demo		3C	
13	Touch-and-Go Landings		3C	

Notes:

1. Tactics training will be accomplished per the AMC KC-135 Tactical Employment Training Syllabus and AFI 11-2KC-135, Volume 1; however, in-flight MIF events will be per the Airplane MIF Table and Notes in this syllabus.
2. May receive credit if accomplished on simulator. Additional simulator is authorized to accomplish, if available. If unable to accomplish training in the OFT, an additional aircraft sortie is authorized.
3. If previously tactics certified, tactics training items are not required.

Chapter 5
General Instructions

Section A — Course Flow/Prerequisites

ACADEMIC TRAINING

Syllabus Event	*Prerequisites* 1	2
KPIP2		
KPIP1		
INTRO		
KAPM		
KPPM1		
VT01		
KPAA		
KPHY		
KPEN1		
KPEN2	KPEN1	
KXCA		
KPAP		
KPAU (CBT)		
KPAU	KPAU (CBT)	
KPCL		
KPEL1		
KPEL2	KPEL1	
KPFU		
KPFU1	KPFU	
KPPN1		
KPPN2	KPPN1	
KPFC1		
KPFC2		
KPAO1		
KPAO2		
KPAO3		
KPBAX	All lessons above	
KPDE		
KPSD		
KPOX		
KPRA1		
KAIM		
KPLT		
KXCB1		
KXRA		
KPCB1		
KPFD		
KPAD07		
KXCI		
KPGT1		
KPCM		
KPGT2		
KXCB2		
KXCB3		
KXCN		
KPAD08		
KXCB4		

Syllabus Event	*Prerequisites* 1	2
KXCB5		
KPCB2		
KXCB6		
KPCB		
KPTC		
KXCS		
KPCD		
KPOP		
KPGT3		
KPAD09		
KPAD10		
KPGP		
KXCR		
KPAD11		
KPBBX	All Lessons above	
CRM		
KPMP1-5		
KPMP6	KPMP1-5	
KPFM1-2		
KPFM3	KPFM1-2	
KPDM		
KPNM1		
KPDA		
KPTU1		
KPNM2		
KPDI		
KPNM3-4		
KPVF		
KPFP		
KPNM5-6		
KPGW		
KAAR		
KYAR2	KAAR	
KPCF		
KPFT		
KPAR1		
KPAR2	KPAR1	
KPEP		
KPPF		
KPJP		
KPVR		
KPBFX		
KPEPX	KPBFX	
KAMRX		
KPTCX	All lessons above	

Syllabus Event	*Prerequisites 1*	*2*
KPBFX		
KPECX	KPBFX	
G080A		
G080C		
G080D		
G080E		
G080F		
G080G		
G080H		

Syllabus Event	*Prerequisites 1*	*2*
G110		
G080I		
G080J		
G090		
G140		
G182		
G190R		
KPDLX		
KPPM2		

SIMULATOR AND AIRCRAFT TRAINING

Syllabus Event	*Prerequisites 1*	*2*
KPTD1-13		
GS025		
IRC		
LL04/06		
LL08		
KPIB1-3	All events above	
KPIB4		

Section B — Syllabus Flow

While events will normally be taught in sequence, it may be necessary to deviate from this flow due to device availability or unforeseen circumstances beyond the control of the contractor. In those cases, syllabus flow may be adjusted as long as lessons/events remain in the same testing units/blocks/phases, and appropriate prerequisite lessons/events are taught prior to the event that they affect.

Table 5.1— Syllabus Flow

DAY	LESSON TITLE	LESSON NUMBER	MEDIUM	DURATION	STUDENT/ INSTRUCTOR RATIO
1	AF Inprocessing	KPIP2	IBT	1.5	6:1
	FSSC Inprocessing and LRC Orientation	KPIP1	IBT	1.5	6:1
	Introduction to CBT	INTRO	CBT	0.5	60:1
	Pubs Maintenance and Associated Directives	KAPM	CBT	1.0	60:1
	Publications Assembly	KPPM1	IBT	4.0	34:1
2	VTRAT	VT01	IBT	4.0	10:1
	Prep/Review: General study, review, and prep time			3.2	1:0
3	Miscellaneous Flight Instruments	KPAA	CBT	1.0	60:1
	Hydraulic System	KPHY	CBT	2.5	60:1
	Prep/Review: KPAD			4.5	1:0
4	Engine Systems	KPEN1	CBT	1.5	60:1
	Engine Malfunctions	KPEN2	CBT	2.0	60:1
	Prep/Review: KPAD			4.5	1:0
5	CNS/ATM Orientation	KXCA	CBT	2.5	60:1
	Autopilot	KPAP	CBT	1.0	60:1
	Prep/Review: General study, review, and prep time			4.5	1:0
6	Auxiliary Power Unit	KPAU	CBT	1.0	60:1
	Auxiliary Power Unit	KPAU	IBT/PTT	1.0	34:1
	Aircrew Leadership	KPCL	IBT	1.0	18:1
	Electric Systems	KPEL1	CBT	1.0	60:1
	Electric Systems Operations	KPEL2	CBT	1.0	60:1
	Prep/Review: General study, review, and prep time			3.0	1:0
7	Fuel System	KPFU	CBT	1.5	60:1
	Fuel System Operation	KPFU1	CBT	1.0	60:1
	Pneumatic System Location & Function	KPPN1	CBT	1.0	60:1
	Pneumatic System Procedures	KPPN2	CBT	1.0	60:1
	Prep/Review: General study, review, and prep time			3.5	1:0
8	Primary Flight Controls	KPFC1	CBT	1.5	60:1
	Secondary Flight Controls and Emergency	KPFC2	CBT	1.5	60:1
	Prep/Review: Study for Block A Exam			5.0	1:0
9	Procedures Flight Characteristics	KPAO1	CBT	1.0	60:1
	Flight Handling	KPAO2	CBT	1.0	60:1
	Asymmetrical Aerodynamics	KPAO3	CBT	1.0	60:1
	Prep/Review: Study for Block A Exam			5.0	1:0
10	Block A Exam	KPBAX	CBES	1.0	60:1
	Associated Directives for KC-135 Operations	KPDE	CBT	1.0	60:1
	Systems Associated Directives	KPSD	CBT	1.0	60:1
	Oxygen System	KPOX	CBT	1.0	60:1

DAY	LESSON TITLE	LESSON NUMBER	MEDIUM	DURATION	STUDENT/ INSTRUCTOR RATIO
	AN/ARC-164 UHF	KPRA1	CBT	0.5	60:1
	ADIS	KAIM	CBT	1.0	60:1
	Navigation Safety Equipment	KPLT	CBT	1.0	60:1
	Prep/Review: General study, review, and prep time			1.5	1:0
11	FMS: Control Display Unit Basics	KXCB1	CBT	1.5	60:1
	AN/ARC-210 VHF/UHF Radio	KXRA	CBT	2.0	60:1
	FMS: COM and NAV Keys	KPCB1	CBT	1.0	60:1
	Flight Director	KPFD	CBT	1.0	60:1
	Prep/Review: General study, review, and prep time			2.5	1:0
12	Flight Director, ADIS, O2, ELT, 164/210 Radios Guided Discussion	KPAD07GD	IBT	2.0	8:1
	Flight Director, ADIS, O2, ELT, 164/210 Radios Prebrief	KPAD07PB	IBT	0.3	2:1
	Flight Director, ADIS, O2, ELT, 164/210 Radios	KPAD07	OFT	2.0	2:1
	Flight Director, ADIS, O2, ELT, 164/210 Radios Debrief	KPAD07DB	IBT	0.5	2:1
	IHC and IMFD Menu	KXCI	CBT	2.0	60:1
	IHC and IMFD Menu GIPTT Exercise	KPGT1	PTT	1.0	20:1
13	Multifunction Display (MFD) for Pilots	KPCM	CBT	2.5	60:1
	Map Displays GIPTT Exercise	KPGT2	PTT	1.0	20:1
	FMS: FPLN and DIR Keys	KXCB2	CBT	1.0	60:1
	FMS: EDIT Key	KXCB3	CBT	2.0	60:1
	Navigation Systems	KXCN	CBT	1.5	60:1
14	CNS/ATM Display/COM/NAV/SATCOM Guided Discussion	KPAD08GD	IBT	2.0	8:1
	CNS/ATM Display/COM/NAV/SATCOM Prebrief	KPAD08PB	IBT	0.3	2:1
	CNS/ATM Display/COM/NAV/SATCOM	KPAD08	OFT	2.0	2:1
	CNS/ATM Display/COM/NAV/SATCOM Debrief	KPAD08DB	IBT	0.5	2:1
	FMS: STR, PSN, IFF/M3, MARK Keys	KXCB4	CBT	1.0	60:1
	FMS: IDX Key	KXCB5	CBT	1.0	60:1
	Prep/Review: Study for Block B Exam			1.2	1:0
15	FMS: MSN and DATA Keys	KPCB2	CBT	1.0	60:1
	FMS: INAV and STAT Keys	KXCB6	CBT	1.0	60:1
	Flight Management System Review	KPCB	IBT	2.5	34:1
	ETCAS	KPTC	CBT	2.0	60:1
	CNS/ATM Surveillance Systems	KXCS	CBT	1.5	60:1
16	CNS/ATM Datalinking	KPCD	CBT	1.5	60:1
	CNS/ATM Operations	KPOP	IBT	3.0	34:1
	Advanced Operations (GIPTT Exercise)	KPGT3	PTT	1.0	20:1
	Prep/Review: Study for Block B Exam			1.5	1:0
17	CNS/ATM Nav and Surveillance Systems Guided Discussion	KPAD09GD	IBT	2.0	8:1
	CNS/ATM Nav and Surveillance Systems Prebrief	KPAD09PB	IBT	0.3	2:1
	CNS/ATM Nav and Surveillance Systems	KPAD09	OFT	2.0	2:1
	CNS/ATM Nav and Surveillance Systems Debrief	KPAD09DB	IBT	0.5	2:1
	Prep/Review: Study for Block B Exam			3.2	1:0

DAY	LESSON TITLE	LESSON NUMBER	MEDIUM	DURATION	STUDENT/ INSTRUCTOR RATIO
18	CNS/ATM Datalinking Guided Discussion	KPAD10GD	IBT	2.0	8:1
	CNS/ATM Datalinking Prebrief	KPAD10PB	IBT	0.3	2:1
	CNS/ATM Datalinking	KPAD10	OFT	2.0	2:1
	CNS/ATM Datalinking Debrief	KPAD10DB	IBT	0.5	2:1
	EGPWS	KPGP	CBT	1.5	60:1
	Color Radar for Pilots and Navigators	KXCR	CBT	1.5	60:1
19	Color Radar, ETCAS, EGPWS Guided Discussion	KPAD11GD	IBT	2.0	8:1
	Color Radar, ETCAS, EGPWS Prebrief	KPAD11PB	IBT	0.3	2:1
	Color Radar, ETCAS, EGPWS	KPAD11	OFT	2.0	2:1
	Color Radar, ETCAS, EGPWS Debrief	KPAD11DB	IBT	0.5	2:1
	Prep/Review: Study for Block B Exam			1.2	1:0
	Block B Exam	KPBBX	CBES	1.0	60:1
	KC-135R Interior Inspection DVD	KPPV.D		1.0	1:0
20	Crew Resource Management (CRM)	CRM	IBT	8.0	23:1
21	Takeoff Data 1	KPMP1	CBT	1.0	60:1
	Takeoff Data 2	KPMP2	CBT	1.0	60:1
	Takeoff Data 3	KPMP3	CBT	1.5	60:1
	Takeoff Data 4	KPMP4	CBT	1.5	60:1
	Landing Data	KPMP5	CBT	1.0	60:1
	FSAS Calculator Exercises	KPMP.WB	PTT	1.0	60:1
	Prep/Review: Dash 1 Study			1.0	1:0
22	FSAS Calculator Lab (Class)	KPMP6	IBT	2.0	34:1
	FSAS Calculator Lab	KPMP6.WB	PTT	1.5	60:1
	Fuel Savings Advisory System Basics	KPFM1	CBT	1.0	60:1
	Fuel Savings Advisory System Performance	KPFM2	CBT	1.0	60:1
	ATD Exercise for FSAS	KPFM3	FSAS	1.0	60:1
	Associated Directives for Mission Planning	KPDM	CBT	1.0	60:1
	Prep/Review: Dash 1 Study			0.5	1:0
23	Mission Planning for Mission 1	KPTD01MP		1.0	1:0
	Ground Movement, Takeoff and Full-Stop Landing Procedures Mission Study	KPTD01MS	IBT	2.0	8:1
	KC-135R Interior Inspection DVD	KPPV.D	DVD	1.0	1:0
	Normal Procedures	KPNM1	CFT	3.0	2:1
	Prep/Review: General study, review, and prep time			1.0	1:0
24	Turns During Climbout	KPTU	CBT	1.0	60:1
	Associated Directives for Air Refueling	KPDA	CBT	1.0	60:1
	Ground Movement, Takeoff , and Full-Stop Landing Procedures Prebrief	KPTD01PB	IBT	0.5	2:1
	Ground Movement, Takeoff , and Full-Stop Landing	KPTD01	OFT	4.0	2:1
	Ground Movement, Takeoff , and Full-Stop Landing Procedures Debrief	KPTD01DB	IBT	1.0	2:1
	Mission Planning for Mission 2	KPTD02MP		0.5	1:0
25	Touch-and-Go Landings and Approaches Mission Study	KPTD02MS	IBT	2.0	8:1
	Normal Procedures 2	KPNM2	CFT	3.0	2:1
	Associated Directives Seminar	KPDI	IBT	2.0	34:1
	Prep/Review: General study, review, and prep time			1.0	1:0

DAY	LESSON TITLE	LESSON NUMBER	MEDIUM	DURATION	STUDENT/ INSTRUCTOR RATIO
26	Touch-and-Go Landings and Approaches Prebrief	KPTD02PB	IBT	0.5	2:1
	Touch-and-Go Landings and Approach es	KPTD02	OFT	4.0	2:1
	Touch-and-Go Landings and Approaches Debrief	KPTD02DB	IBT	1.0	2:1
	Prep/Review: General study, review, and prep time			2.5	1:0
27	Normal Procedures 3	KPNM3	CFT	2.5	2:1
	Normal Procedures 4	KPNM4	CFT	2.0	2:1
	VFR Arrival and Departure	KPVF	CBT	1.0	60:1
	Mission Planning	KPFP	CBT	1.0	60:1
	Prep/Review: General study, review, and prep time			1.5	1:0
28	Aerodynamics Mission Study	KPTD03MS	IBT	2.0	8:1
	Aerodynamics Prebrief	KPTD03PB	IBT	0.5	2:1
	Aerodynamics	KPTD03	OFT	4.0	2:1
	Aerodynamics Debrief	KPTD03DB	IBT	1.0	2:1
	Prep/Review: KC-135 Block 40 Enabling Concept			0.5	1:0
29	PFPS Mission Planning	KPFP	IBT	4.0	18:1
	PFPS Normal Procedures 5 Prebrief	KPNM5PB	IBT	0.5	2:1
	Normal Procedures 5	KPNM5	OFT	3.0	2:1
	PFPS Normal Procedures 5 Debrief	KPNM5DB	IBT	0.5	2:1
30	PFPS Mission Planning	KPFP	IBT	4.0	18:1
	Normal Procedures 6 Prebrief	KPNM6PB	IBT	0.5	2:1
	Normal Procedures 6	KPNM6	OFT	3.0	2:1
	Normal Procedures 6 Debrief	KPNM6DB	IBT	0.5	2:1
31	PFPS Mission Planning	KPFP	IBT	4.0	18:1
	Gusts and Windshear	KPGW	IBT	2.0	34:1
	Mission Planning for Mission 4	KPTD04MP		1.0	1:0
	Prep/Review: General study, review, and prep time			1.0	1:0
32	Normal Procedures Including AAR Mission Study	KPTD04MS	IBT	2.0	8:1
	Normal Procedures Including AAR Prebrief	KPTD04PB	IBT	0.5	2:1
	Normal Procedures Including AAR	KPTD04	OFT	4.0	2:1
	Normal Procedures Including AAR	KPTD04DB	IBT	1.0	2:1
	Prep/Review: General study, review, and prep time			0.5	1:0
33	Mission Planning for Mission 5	KPTD05MP		1.0	1:0
	Engines and Pneumatics Mission Study	KPTD05MS	IBT	3.0	8:1
	Briefing Practice for Mission 5	KPTD05BP	IBT	1.0	2:1
	AFSIR	G080A	CBT	0.5	60:1
	Air-to-Air Refueling Basics	KAAR	CBT	1.0	60:1
	Prep/Review: ATP-56(B)			1.5	1:0
34	Engines and Pneumatics Prebrief	KPTD05PB	IBT	0.5	2:1
	Engines and Pneumatics	KPTD05	OFT	4.0	2:1
	Engines and Pneumatics Debrief	KPTD05DB	OFT	1.0	2:1
	Air-to-Air Refueling Aerodynamics	KYAR2	CBT	1.0	60:1
	Mission Planning for Mission 6			1.0	1:0

DAY	LESSON TITLE	LESSON NUMBER	MEDIUM	DURATION	STUDENT/ INSTRUCTOR RATIO
35	Air Refueling Operations	KPAR1	IBT	2.5	18:1
	Air Refueling Operations GIPTT Exercise	KPAR1.WB	PTT	0.5	18:1
	Formation Flying	KPCF	IBT	2.0	34:1
	Air-to-Air Refueling Seminar	KPAR2	IBT	1.0	18:1
	Fuels and Electrics Mission Study	KPTD06MS	IBT	2.0	8:1
36	Briefing Practice for Mission 6	KPTD06BP	IBT	1.0	2:1
	Fuels and Electrics Prebrief	KPTD06PB	IBT	0.5	2:1
	Fuels and Electrics	KPTD06	OFT	4.0	2:1
	Fuels and Electrics Debrief	KPTD06DB	IBT	1.0	2:1
	Prep/Review: General study, review and prep time			1.5	1:0
37	Mission Planning for Mission 7	KPTD07MP		1.0	1:0
	Mildenhall to Ramstein Mission Study	KPTD07MS	IBT	2.0	8:1
	Prep/Review: VR Viewer Exterior Walkaround	VRViewer	CBT	1.5	60:1
	Aircraft Field Trip	KPFT	Aircraft	2.5	6:2
	Prep/Review: ATP-56(B)			1.0	1:0
38	Mildenhall to Ramstein Prebrief	KPTD07PB	IBT	0.5	2:1
	Mildenhall to Ramstein	KPTD07	OFT	4.0	2:1
	Mildenhall to Ramstein Debrief	KPTD07DB	IBT	1.0	2:1
	Prep/Review: General study, review and prep time			2.5	1:0
39	Prep/Review: Remaining tests			2.5	1:0
	Prep/Review: Practice normal procedures		CFT	3.0	2:0
	Prep/Review: Practice datalink procedures		PTT	2.5	1:0
40	Flightline Class Briefing			3.0	18:1
	Aircrew Flight Equipment	LL04/06	IBT	2.0	4:1
	Emergency Egress Training	LL03	IBT	1.0	4:1
	KC-135 IRC Hot Topics	IRCHT	IBT	1.0	4:1
	Immunizations (Update shots as needed)	Hxxx		1.0	1:0
41	Tactics	G060	IBT	4.0	18:1
	Aircrew IntelligenceTraining (AIT)	G070	IBT	4.0	18:1
42	Emergency Procedures	KPEP	IBT	7.0	18:1
	Prep/Review: General study, review, and prep time			1.0	1:0
43	DAFIF Data Loading Procedures	KPPF	CBT	0.5	60:1
	Automatic Communication System	G080G	CBT	1.0	60:1
	Identification, Friend or Foe System	G080C	CBT	0.5	60:1
	RVSM	G140	CBT	1.0	60:1
	National Aerospace and VFR	KPVR	CBT	1.5	60:1
	Jeppesen Approach Plate Study	KPJP	CBT	1.5	60:1
	Prep/Review: Global Operational Data Link Document (GOLD) for GIPTT exercises			2.0	1:0
44	Mission Planning for Mission 8	KPTD08MP		1.0	1:0
	M010, Pilot Proficiency Day/Night Briefing Practice	KPTD08BP	IBT	1.0	2:1
	M010, Pilot Proficiency Day/Night Prebrief	KPTD08PB	IBT	1.0	2:1
	M010, Pilot Proficiency Day/Night	KPTD08	OFT	4.0	2:1
	M010, Pilot Proficiency Day/Night Debrief	KPTD08DB	IBT	1.0	2:1

DAY	LESSON TITLE	LESSON NUMBER	MEDIUM	DURATION	STUDENT/ INSTRUCTOR RATIO
45	Mission Planning for Mission 9	KPTD09MP		1.0	1:0
	Keflavik to Mildenhall Mission Study	KPTD09MS	IBT	2.0	8:1
	ACS with CDU	G080H	CBT	1.0	60:1
	HAVE QUICK with CDU	G080J	CBT	0.5	60:1
	Bold Face Emergency Procedures Exam	KPBFX	TST	0.5	60:1
	Emergency Procedures Exam	KPEPX	CBES	1.0	60:1
	Prep/Review: General study, review, and prep time			2.0	1:0
46	Keflavik to Mildenhall Prebrief	KPTD09PB	IBT	0.5	2:1
	Keflavik to Mildenhall	KPTD09	OFT	4.0	2:1
	Keflavik to Mildenhall Debrief	KPTD09DB	IBT	1.0	2:1
	Prep/Review: Global Operational Data Link Document (GOLD) for GIPTT exercises			2.5	1:0
47	Mission Planning for Mission 10	KPTD10MP		1.0	1:0
	Flight Controls and Hydraulics	KPTD10MS	IBT	2.0	8:1
	Aircraft Marshalling Exam	KAMRX	CBES	0.5	60:1
	Prep/Review: KPTCX			4.5	1:0
48	Flight Controls and Hydraulics Prebrief	KPTD10PB	IBT	0.5	2:1
	Flight Controls and Hydraulics	KPTD10	OFT	4.0	2:1
	Flight Controls and Hydraulics Debrief	KPTD10DB	IBT	1.0	2:1
	Prep/Review: KPTCX			2.5	1:0
49	Mission Planning for Mission 11	KPTD11MP		1.0	1:0
	Eielson to Yokota Mission Study	KPTD11MS	IBT	2.0	8:1
	Transition Block C Exam	KPTCX	CBES	1.0	60:1
	Law of Armed Conflict	G100	CBT	1.0	60:1
	Level 1 Antiterrorism (AT) Awareness Training	G110	CBT	1.0	60:1
	COMSEC User Requirements	G080D	CBT	1.0	60:1
	Antihijacking	G090	CBT	0.5	60:1
	Prep/Review: End-of-Course Test			0.5	1:0
50	Eielson to Yokota Briefing Practice	KPTD11BP	IBT	1.0	2:1
	Eielson to Yokota Prebrief	KPTD11PB	OFT	0.5	2:1
	Eielson to Yokota	KPTD11	IBT	4.0	2:1
	Eielson to Yokota Debrief	KPTD11DB	IBT	1.0	2:1
	Simple Key Loader	G080I	CBT	0.5	60:1
	KY-58 Secure Voice	G080F	CBT	0.5	60:1
	Prep/Review: General study, review, and prep time			0.5	1.0
51	Prep/Review: End-of-Course Test			2.5	1:0
	Bold Face Emergency Procedures Exam	KPBFX	IBT TST	0.5	60:1
	End-of-Course Test	KPECX	CBES	1.0	60:1
	HAVE QUICK with AN/ARC-164	G080E	CBT	0.5	60:1
	Aircraft Servicing	G190R	CBT	1.0	60:1
	Hazardous Cargo	G182	CBT	2.5	60:1
52	Datalink Certification Examination	KPDLX	CBES	2.0	60:1
	Publications Page Count	KPPM2	IBT	3.0	60:1
	Prep/Review: General study, review, and prep time			3.0	1:0

DAY	LESSON TITLE	LESSON NUMBER	MEDIUM	DURATION	STUDENT/ INSTRUCTOR RATIO
53	IRC Test	IRC	TST	4.0	60:1
	Prep/Review: Mission Planning for Mission 12	KPTD12MP		1.0	1:0
	Proficiency Training Mission Study	KPTD12MS	IBT	2.0	8:1
	Proficiency Training Briefing Practice	KPTD12BP	IBT	1.0	2:1
54	Proficiency Training Prebrief	KPTD12PB	IBT	0.5	2:1
	Proficiency Training	KPTD12	OFT	4.0	2:1
	Proficiency Training Debrief	KPTD12DB	IBT	1.0	2:1
	Prep/Review: Instrument/Qualification Evaluation			2.5	1:0
55	Prep/Review: Mission Planning for Mission 13	KPTD13MP		1.0	1:0
	Instrument/Qualification Ground Evaluation	Ground	EVAL	2.0	
	Prep/Review: Instrument/Qualification Evaluation	Evaluation		5.0	1:0
56	Instrument/Qualification Evaluation Prebrief	KPTD13PB	IBT	2.0	2:1
	Instrument/Qualification Evaluation	KPTD13	OFT	3.0	2:1
	Instrument/Qualification Evaluation Debrief	KPTD13DB	IBT	2.0	2:1
57-70	**FLIGHTLINE**				
	Aircraft Field Trip	GS025	FT	2.0	4:1
	Aircraft Proficiency	KPIB1-3	KC-135	16.0	2:1
	Flight Evaluation	KPIB4	KC-135	5.0	2:1

Section C — Bibliography

1. Publications students use throughout KC-135 training are available in three different ways. Paragraph 2 below lists publications that a student uses frequently and these are to be issued as paper copies. Paragraph 3 lists publications that a student uses occasionally and these may be provided in an electronic format, such as CDs and issued laptops in accordance with current governing directives. 97 TRS/TRA is responsible for developing procedures to ensure students have access to the most current information and for disseminating all changes to the publications/regulations. Paragraph 4 lists those publications students use infrequently. These publications are available from .mil computers from the AF Publications website located at http://www.e-publishing.af.mil/.

2. ***Training material issued as paper copies*** (students should return all items with an asterisk * upon KC-135 course completion.)

a. All KC-135 academic courseware
b. T.O. 1C-135(K)R(II)-1CL-1, *Pilots' Abbreviated Flight Crew Checklist USAF KC-135R/T Aircraft [GATM]*and all approved inserts
c. T.O. 1C-135(K)R(II)-1CL-1-1, *Pilots' Fanfold Checklist USAF KC-135R/T Aircraft [GATM]*
d. T.O. 1C-135(K)R(II)-1CL-3, *Boom Operators' Abbreviated Flight Crew Checklist USAF KC-135R/T Aircraft [GATM* and all approved inserts
e. T.O. 1C-135(K)R(II)-1CL-3-1, *Boom Operators' Fanfold Checklist USAF KC-135R/T Aircraft [GATM]*
f. T.O. 1C-135-5-1, *Basic Weight Checklist, MX Data, Loading Data, and Fuel Loading Data*
g. T.O. 1C-135-9CL-1, *Cargo Loading/Unloading Checklist*
h. Altus In-Flight Guide, Parts 1, 2 and 3*
i. *Student Handout*—KC-135 Cockpit poster (Approximately 11"×17")

3. ***Training materials issued in digital format removable media***

a. T.O. 1C-135(K)(I)-1, *Flight Manual [GATM], Reference Data*
b. T.O. 1C-135(K)R(II)-1, *Flight Manual [GATM], Inflight Data*
c. T.O. 1-C-135(K)R-1-1, *Flight Manual, Performance Data*
d. T.O. 1C-135(K)R(II)-1CL-1, *Pilots' Abbreviated Flight Crew Checklist USAF KC-135R/T Aircraft [GATM]*
e. T.O. 1C-135(K)R(II)-1CL-3, *Boom Operators' Abbreviated Flight Crew Checklist USAF KC-135R/T Aircraft [GATM]*
f. T.O. 1-C-135-9, *Cargo Loading Manual*
g. T.O. 1-C-135-101, *AFTO 76, Aircraft Structural Assessment Data*
h. T.O. 00-25-172, *Ground Servicing of Aircraft and Static Grounding/Bonding*
i. AFTTP 3-3.KC-135, *KC-135 Combat Aircraft Tactics*
j. AFI 11-2KC-135, Vol. 1, *KC-135 Aircrew Training*
k. AFI 11-2KC-135, Vol. 2, *KC-135 Aircrew Evaluation Criteria*
l. AFI 11-2KC-135, Vol. 3, *C/KC-135 Operations Procedures and all addenda*
m. AFI 11-202, Vol. 1, *Aircrew Training*
n. AFI 11-202, Vol. 2, *Aircrew Standardization/Evaluation Program*
o. AFI 11-202, Vol. 3, *General Flight Rules*
p. AMCI 11-208, *Tanker/Airlift Operations*
q. AFMAN 11-217, Vol. 1 & 3, *Instrument Flight Procedures and Supplemental Flight Information*
r. AFMAN 36-2236, *Guidebook for Air Force Instructors*
s. ATP -56(B) (Parts 1 & 2, Annex Z), *Allied Tactical Publication – 56(B), Air-to-air Refueling*
t. Pilot Master Question File (AMC standard and local)
u. Boom Operator Master Question File (AMC standard and local)
v. KC-135 Weight & Balance Program
w. FCBs, *Flight Crew Bulletins*
x. *AMC Aircrew Border Clearance Guide*

4. ***Training materials available for review on military websites.***

a. AFI 11-201, *Flight Information Publications*
b. AFI 13-203, *Air Traffic Control*
c. AFJI 11-204, *Operational Procedures for Aircraft Carrying Hazardous Materials*
d. AFI 11-205, *Aircraft Cockpit and Formation Flight Signals*
e. AMCI 11-206, *Mobility Force Management*
f. AMCI 11-207, *AMC Weapons and Tactics Program*
g. AFI 11-208(I), *DoD NOTAM System*
h. AFH 11-203, Vol. 1 & 2, *Weather for Aircrews*
i. AFI 11-209, *Aerial Event Policy and Procedures and AETC Supplement*
j. AFMAN 11-210, *Instrument Refresher Program*
k. AMCI 11-210, *Airport Qualification Program*
l. AFI 11-214, *Air Operations Rules and Procedures and AETC Supplement*
m. AMCH 11-214, *AMC Aircrew Hazardous Materials Handbook*
n. AFI 11-215, *USAF Flight Manuals Program and AETC Supplement*
o. AFPAM 11-216, *Air Navigation*
p. AFI 11-230, *Instrument Procedures*
q. AF Pamphlet 11-238 , *Aircrew Quick Reference to METAR/TAF Codes*
r. AFI 11-218, *Aircraft Operations and Movement on the Ground and AETC Supplement*
s. AFI 11-222, *Tanker Activity Report*
t. AFI 11-246v6, *Air Force Aircraft Demonstrations (C-17, C-130, C-141, C/KC/NKC-135, UH-1)*
u. AFI 11-290, *Cockpit/Crew Resource Management Training Program, & AETC Supplements*
v. AFI 11-301, Vol. 1 & 2, *Aircrew Flight Equipment Program and AETC Supplements*
w. AFI 11-401, *Aviation Management and AETC Supplement*
x. AFI 11-403, *Air Force Aerospace Physiological Training Program*
y. AFI 11-418, *Operations Supervision*
z. AFI 13-201, *Air Force Airspace Management*
aa. AMCI 24-101, Vol. 16, *Military Airlift – Border Clearance*
bb. AFM 24-204(I), *Preparing Hazardous Materials for Military Air Shipments*
cc. AFI 91-202, *The US Air Force Mishap Prevention Program*
dd. AETCI 36-2205v1, *Formal Aircrew Training Administration and Management*
ee. AETC 36-2205v7, *Formal Aircrew Training Administration and Management-Airlift and Tanker*
ff. DOD 4500.54-G, *DoD Foreign Clearance Guide*
gg. DOD 4515.13R, *Air Transportation Eligibility*

Notes:

1. When authorized, if wings elect to use removable media or laptops, issue them to students via hand receipt. These items will be returned to the bookstore upon the student's graduation or removal from training. These media contain all the nonproprietary general publications each student requires throughout their training, identified in paragraph 2 above. Students are required to keep these publications current via the base's e-Pubs procedures. Students are responsible for notifying their flight commander should the removable media become lost, damaged, or stolen.

2. All information kept on removable media other than the publications, must be FOR OFFICIAL BUSINESS. Personal files containing privacy act information are prohibited. IAW AFI 31-401 removable media devices must be properly labeled and treated accordingly. Students are held responsible for adhering to the policies and training received from their Information Assurance Training.

3. The printing of technical orders, Air Force/AETC instructions, and other general publications from electronic media on government equipment is strictly prohibited.

4. The above lists are the minimum required publications and may be supplemented by the wings/squadrons. Additionally, the wings may elect to provide some of the listed publications in alternative formats (i.e., paper version of an electronic publication, or an electronic version of a document from the internet). However, the publication/document will also be provided in the format listed above.

5. Direct any questions regarding this list to the wing Bookstore.

Section D — Glossary

Abbreviations and Acronyms

A035	KC135A035 (Block 40 to Block 30 Differences Course)
AA	Approving Authority
AAR	Air-to-Air Refueling
A/P	Autopilot
AC	Aircraft Commander
ACIQ	(PTX1) KC135ACIQ (KC-135 Aircraft Commander Initial Qualification Course)
ACRQ	(PTX2) KC135ACRQ (KC-135 Aircraft Commander Requalification Course)
ADIS	Airborne Digital Interphone System
AETC	Air Education and Training Command
AETCI	Air Education and Training Command Instruction
AFB	Air Force Base
AFE	Aircrew Flight Equipment
AFI	Air Force Instruction
AFMSS	Air Force Mission Support System
AFSIR	Air Force Spectrum Interferrence Resolution
AGEP	Aircrew Graduate Evaluation Program
AIT	Aircrew Intellegence Training
AOA	Angle of Attack
APU	Auxiliary Power Unit
ARA	Airborne Radar Approach
ARTCC	Air Route Traffic Control Center
AT	Additional Training
ATD	Aircrew Training Device
ATS	Aircrew Training System
BFTC	KC135BFTC (KC-135 Boom Operator Faculty Training Course)
BIQ	KC135BIQ (KC-135 Boom Operator Initial Qualification Course)
BIT	Break in Training
BOPTT	Boom Operator Part-Task Trainer
BOWST	Boom Operator Weapon System Trainer
BTX2	KC135BTX2 (KC-135 Boom Operator Transition Course 2)
CAE	Career Enlisted Aviator
CAP	Commander's Awareness Program
CBES	KC-135 Computer-Based Evaluation System
CBT	Computer-Based Training
CFETP	Career Field Education and Training Plan
CFT	Cockpit Familiarization Trainer
CLT	Cargo Load Trainer
CNS/ATM	Communications, Navigation, Surveillance/Air Traffic Management
CPT	Cockpit Procedures Training
CR	Commander’s Review
CRM	Crew Resource Management
CTS	Course Training Standard
DAFIF	Digital Aeronautical Flight Information File

DME	Distance Measuring Equipment
D/P	Demonstration/Performance
EC	Elimination Check
EGPWS	Enhanced Ground proximity Warning System
ELT	Emergency Locator Transmitter
E-TCAS	Enhanced Traffic Alert and Collision Avoidance System
EFTOC	Engine Failure—Takeoff-Continued
EOC	End of Course
ETAS	Estimated Time Arrive Station
ETCA	Education and Training Course Announcements
EWO	Emergency War Order
EXAM	Examination
FCIF	Flight Crew Information File
FEB	Flight Evaluation Board
FEF	Flight Evaluation Folder
FLIP	Flight Information Publications
FMS	Flight Management System
FSAS	Fuel Savings and Advisory System
FSSC	FlightSafety Services Corporation
FT	Field Trip
FTC	Faculty Training Course
FTU	Flying Training Unit; Formal Training Unit
GATM	Global Air Traffic Management
GIPTT	GATM Interactive Part Task Trainer
GOLD	Global Operational Data Link Document
GSDI	Groundspeed Drift Indicator
GT	Ground Training
GUT	Government Use Time
HARM	Host Aviation Resource Management
HEFOE	Hydraulics, Electrics, Fuel, Oxygen, Engines Check
HF	High Frequency Radio
IA	Initiating Authority
IAC	KC135IAC (KC-135 Instructor Aircraft Commander Course)
IAC	Interactive Animated Classroom
IAW	In Accordance With
IB	KC135IB (KC-135 Instructor Boom Operator Course)
IBT	Instructor-Based Training
IC	Instructor Course
IFF	Identification Friend or Foe
IFMP	Integrated Fuel Management Panel
IHC	Interactive Hand Controller
IN	KC135IN (KC-135 Instructor Navigator Course)
INS	Inertial Navigation System
IP	KC135IP (KC-135 Instructor Pilot Course)
IP	Instructor Pilot
IRC	Instrument Refresher Course
KIAS	Knots Indicated Airspeed
LAHSA	Low Altitude / High Speed Approach
LAHSD	Low Altitude / High Speed Departure
MA	Missed Approach

MAC	Mean Aerodynamic Chord
MAG	Magnetic
MAJCOM	Major Command
MAP	Missed Approach Point
MBL	Manual Boom Latching
MFD	Multi-Function Display
MITO	Minimum Interval Takeoff
MIF	Maneuver Item File
MLS	Microwave Landing System
MOA	Manifestation of Apprehension
MTL/ESD	Master Task List/Evaluation Standards Document
NBQ	KC135NIQ (KC-135 Navigator Basic Qualification Course)
NOTAM	Notice to Airman
OFT	Operational Flight Trainer
OPR	Office of Primary Responsibility
OPS	Operations
ORM	Operational Risk Management
PFPS	Portable Flight Planning System
PFTC	KC135PFTC (Pilot Faculty Training Course)
PIQ	Pilot Initial Qualification
PL	Performance Level; Proficiency Level
PMC	Power Management Control
PR	Progress Review
PRC	Progress Review Committee
PTO	Pattern Tactical Operation
PTT	Part-Task Trainer
PTX1	KC135PTX1 (Pilot Transition Course 1)
PTX2	KC135PTX2 (Pilot Transition Course 2)
PTX3	KC135PTX3 (Pilot Transition Course 3)
RA	Reviewing Authority
ROBE	Roll-On Beyond Line-of-Sight Enhancement
RPL	Required Proficiency Level
RPO	Rudder Power Off
RVSM	Reduced Vertical Separation Minima
RZ	Rendezvous
SATCOM	Satellite Communication
SERE	Survival Evasion Resistance and Escape
SID	Standard Instrument Departure
SIMCERT	Simulator Certification
SNS	Satellite Navigation Station
SOC	KC135SOC (Senior Officer Course Flying)
SS	Self-Study
SST	Self-Study Time
T.O.	Technical Order
TACAN	Tactical Aid to Navigation; Tactical Air Navigation
TAPR	Training Accomplishment Performance Report
TCH	Threshold Crossing Height
TD	Training Day; Training Device
TEM	Threat and Error Management
TERPS	Terminal and Enroute Procedures

TMO	Tanker Manual Operation
TMS	Training Management System
TRP	Training Review Process
TST	Test
UHF	Ultra High Frequency
VHF	Very High Frequency
VFR	Visual Flight Rules
VIMS	Visual Induced Motion Sickness
VTRAT	Visual Threat Recognition and Avoidance Training
WB	Workbook
WST	Weapons System Trainer

Section E — Lexicon of Terms

Block—Unit of training

Category of Training—All training of a particular type: transition, formation, etc.

Category 1 Route—A Category 1 route is defined as any route on which the position of the aircraft cannot be accurately determined by the overhead crossings of a radio aid (NDB, TACAN, VOR) at least once each hour with positive course guidance between the radio aids.

Course Training Standards (CTS)—The training standards describing the skills and degree of proficiency required of the graduates of this course.

Crew Integrity Day—Additional time that may be added to the syllabus to facilitate keeping classes together when accomplishment of the schedule is limited by resources.

Flight Evaluation—AF IMT 8 flight evaluation administered by a flight examiner.

Flying Evaluation Board (FEB)—An administrative, fact-finding proceeding designed to ensure the quality control of the rated force. A board consists of rated officers who are qualified for aviation service and are serving in an active ASC. Board members examine a rated officer's professional qualification for aviation service, evaluate potential for use in future rated duties, and make recommendations to higher authorities.

Level 1 Training—KC-135 Initial Qualification training.

Maneuver Item File (MIF)—A listing of all maneuvers, and proficiency required in each maneuver, for all lessons in this course.

Night Vision Goggles—Special goggles that allow vision at night, greatly increasing navigation and safety of flight.

Proficiency Advancement—Advancement based on the student’s satisfactory achievement of unit objectives prior to the end of a unit.

Progress Review Committee (PRC)—The PRC is an administrative, fact-finding proceeding conducted when an enlisted aircrew member fails to meet established training standards or has requested voluntary disqualification from aviation service.

Sortie—An aircraft sortie begins at takeoff and ends at the closeout time documented in the AFTO Form 781. A simulator sortie begins when the training event starts and is completed when the training event ends.

Syllabus Event—Any individual academic, simulator, or flying event, accomplished and graded complete. Normally two syllabus events are accomplished during each aircraft sortie.

Training Management System (TMS)—A computer system used to manage courses of training.

Unit of Training—A group of lessons in any category identified by the following: The same last two numbers in the lesson designator. The same list of maneuvers and objectives.